

The Hongkong Telegraph

MAIL SUPPLEMENT

(ESTABLISHED 1861)

NEW SERIES No. 5896

號六十月九年四十三緒光

SATURDAY, OCTOBER 10, 1908

大英一千九百零八年十月十六日

號十月十英港

Printed and Published for the Proprietor by

SHAW, NEAVE & SONS, Limited

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The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, OCTOBER 10, 1908.

OPENING OF QUARRY BAY DOCKS.

(3rd October.)

Without the slightest ceremony of a formal character, the most important dock in the Far East, the largest and the most efficiently equipped, came into commission to-day, when the steamship *Sunghiang* was received at the new repairing works of Messrs. Butterfield and Swire at Quarry Bay. It is impossible to over-estimate the relation of the new works to the future of Hongkong, nor their potentialities in so far as the Hongkong and Whampoa Dock Company is concerned. The dock in which the *Sunghiang* has been berthed has a length of 787 feet, which is a record in itself for the Orient, but it is also furnished with tributary machinery—all in the manner of the princely house—which is bound to have its reflex on the ship-repairing and ship-building trade of the Colony. There cannot be two essays over the question as to the meaning and significance of those magnificent series of structures at the Eastern end of the Island, for it must be obvious that they will form a bulwark of trade centralisation. The only question is regarding their effect on the Company which has done so much towards the elevation of Hongkong as a shipping rendezvous. Possibly in the end the result will be that the Dock Company on the peninsula will be induced to even greater effort than it has exerted in the past in the endeavour to secure a modicum at least of outside business and in that respect none will deny that much can be done. The enterprise of Messrs. Butterfield and Swire cannot be considered in any view as a rivalry, although it is bound to affect the established conditions at Kowloon, nor can it be held as a selfish undertaking with an ulterior purpose. The business of the firm familiarly known as "B. & S." has so many widespread ramifications that it can well afford to dispense with considerations other than those which interest it, while the fleet of vessels under the control of the firm is sufficient to account for the construction of docks and slipways which no other single firm would seriously contemplate in this part of the world. As we have hinted, even the slipways are of exceptional size, capable of accommodating vessels having a tonnage displacement of nearly 2,700, which ranks with anything beyond the confines of the mother country, and the capacity of its power is practically beyond compare. All this is good for Hongkong, however hard it may hit the pioneer Dock Company, but incidentally it may induce that Company to bestir itself to greater efforts and, in Biblical phrase, seek pastures new. The omnipotence of Messrs. Butterfield & Swire is best made evident by their independence, an independence which verges on the autocratic but which is none the less for the benefit of this Colony, whose trials and tribulations grow heavier day by day, and are alleviated by the labours of such a combination of capital. The first ship to enter the dock is, as we have said, the *Sunghiang*, a vessel of 987 tons, under the command of Captain Pennefather, and we may assume with that confidence born of knowledge that it is only the first of many whose defects and repairs have been transferred from Kowloon to Quarry Bay. It was a bold achievement in the first place to establish an immense docking venture at a place where natural difficulties abounded, but there can be no question as to its ultimate success. It is only to be hoped that the Hongkong and Whampoa Dock Company will realise the increased necessity for vigilance in securing contracts and energy to prove the ability which undoubtedly rests with the employees. The opening of the new dock by Messrs. Butterfield & Swire is a memorable event and is certain to give anxiety in quarters other than Hongkong or other British possessions.

A SHANGHAI COMPLIMENT.

(5th October.)

Our progressive contemporary, the *Shanghai Times*, devotes an extended leading article in a recent number to the subject of typhoons in these regions. In introducing the subject it makes allusion to an extremely complimentary manner to references by the Governor, at the last meeting of the Legislative Council, to the relations existing between the Hongkong Observatory and those controlled by the Jesuit Fathers at Macao and Manila. It extends, on behalf of Shanghai, to Mr. F. G. Figg, a cordial welcome to the Northern Settlement in the Kowloon Director's prospective visit contemplated by the Governor when the typhoon season is over. Our contemporary's remarks will be appreciated in the Colony and are, therefore, reproduced textually from its columns. The *Times* says:—"We need not say with what fearful interest and solicitude everything pertaining to typhoons is followed for people dwelling along the sea coasts of the Far East. Everyone who has ever lived in these regions knows how anxiously the signs of the weather are watched during the typhoon season, through the middle of which, according to the accepted authorities, we are at present passing—and it will, therefore, be unnecessary to call the 'old hands' here, or living in retirement at home, but who

come are the tidings we have lately had from our Hongkong correspondent, informing us of the unusual interest which Sir Frederick Lugard, the enlightened Governor of that Colony, has lately been displaying in the work of the Hongkong Observatory. According to our correspondent's telegram Sir Lugard took the opportunity, in presenting the Colonial Budget to the Legislative Council, of alluding to the Observatory and saying that Director Figg had assured him that relations between that establishment and the other Observatories in the Far East were cordial, and that he had the best instruments at his disposal. The Governor proposed that Director Figg should visit Manila and Shanghai after the typhoon season and see the instruments there used, and get into closer touch with the respective Directors. With regard to the reverend Director of the Sicao Observatory we are sure we may say that the welcome which Director Figg will receive from that courtly gentleman will be of the warmest and sincerest character possible, and there can be no doubt that the conferences which the two officials will hold will result in many practical arrangements for the dissemination of early and authentic information respecting the course, speed, and magnitude of approaching typhoons, which cannot fail to be of the utmost possible service to all the communities of the Far East. These remarks apply, of course, with equal appositeness to the impending conferences between Director Figg and the authorities of the Manila Observatory, and it is a peculiarly grateful reflection that when the round of visits alluded to by the Governor of Hongkong is over, much that is of prime importance to people out here to know, regarding typhoons, and that is not at present available, will have been placed at the public disposal."

THE RESPONSIBILITIES OF DEALERS.

(7th October.)

The decision which was arrived at the other day by Mr. Justice Gompertz, in the Supreme Court, will be regarded with satisfaction by a considerable proportion of the community, particularly those who are in the habit of leaving their cameras with merchants who make it their business to provide refills or plates. We are not conversant with the entire facts of the case, but it seems that the plaintiff in the action claimed \$95 which he estimated as the value of a camera which had been deposited by him with the defendants in order to be re-charged and which, it was alleged, they stated had been misplaced. The defence was, apparently, that the camera had been handed over by mistake to somebody, but it could not be proved that the instrument had been returned to the real owner. In these circumstances the Judge held that the merchants were responsible for the value of the camera, which he assessed at \$45. It would have been a decidedly curious position if the Judge had held that the dealers in films and plates were not bound to hold themselves responsible for the return of the camera to the acknowledged owner simply because it had been voluntarily left in their charge. If such a principle had been enunciated the bootmaker who received boots to repair and the washerman who was entrusted with the weekly consignment of soiled garments would have been equally able to retort when a customer demanded the return of his belongings that they had been given to somebody representing himself to be the owner or that they were unaccountably misplaced. Such a condition of things would have violated every idea of confidence between the dealer and the customer and would have to a certain extent disorganised the credit system. A man who had handed a watchmaker his gold chronometer to be repaired was to be told on his next visit that the watch could not be found because it had been presented to somebody else—one of the ordinary methods of mutual trust would have been destroyed and for a time at least all those who had goods in the temporary possession of dealers would have felt uneasy as to their safe delivery. At the same time, it must be admitted that sympathy is due the defendants in being mulcted in damages, but the Court cannot take cognisance of error of judgment. What the remedy for this state of affairs appears to be is that merchants and others accepting goods for repair must, in future, present the owners with receipts—admitting acceptance and consequent responsibility and refuse to grant re-delivery without the presentation of the receipts. We believe that already the Chinese watchmakers give cards of articles handed them to be dealt with, and possibly firms in other lines of business adopt the same policy. What would happen in the case of a customer who lost his card we cannot pretend to say, but probably the difficulty would be surmounted by the dealer holding the goods for a certain extended period, so that it might reasonably be believed that the claimant was the actual owner, just as in the case of goods found by the police, which are kept for a year and a day in order to give the loser an opportunity of substantiating his claim within that time by describing the articles, and also in the case of pawnbrokers who are compelled to keep articles for a definite period after the individual has failed to pay the necessary percentage to redeem his property, has elapsed. It is well, however, that the idea that a merchant is not responsible for goods given over to his temporary control in the ordinary way should have been so rubrically shattered. If the case in question the dealers had to pay half the amount claimed, but then if they handed over the camera to somebody other than the owner, it is to be

presumed that they have in their possession a camera which will eventually become theirs by right of exchange, so that they are not so much out of pocket after all.

JAPANESE SHIPPING SUBSIDIES.

(8th October.)

Although much has been written from time to time regarding the system of shipping subsidies in Japan, it has seldom been suggested that outside the shipbuilders and shipping corporations there has been any general opposition to the allocation of funds by the Japanese Government for the purpose of fostering the overseas trade. It has always been assumed, and nothing in the foreign or domestic press of Japan appeared to the contrary, that exporters and manufacturers were equally favourable to the scheme of subsidies. By the aid of the Government in this direction, Japanese shipping firms were enabled to carry goods at rates which reflected disastrously on the quotations submitted by foreign firms. In other words foreign vessels were penalised in order that the Japanese shipping trade might be fostered and the overseas carrying business widened and extended. Naturally, such a condition of affairs grated on those shipowners of other countries who had to go without benefit of clergy in so far as Government subsidies were concerned, and it was only by the most strenuous exertions and established reputations that they succeeded in holding their own against the pertinacious efforts of the Japanese to gain a footing in centres which they had previously left unexplored. Our readers will remember the bold attempt which the Nippon Yusen Kaisha made last year to capture or, at least, to gain a share of the Bangkok, Hongkong and Swatow trade, and how that attempt failed. Then it was announced that the Kaisha intended to secure the latter port the headquarters of this branch line, but what success has attended that scheme, if it has been inaugurated, we are not in a position to state. There were also projects to advance the South American, Australian and European lines and in that respect the shipping companies of Japan found their efforts adequately rewarded as the evidence as shown by the launching of the magnificent new passenger steamer for Europe and San Francisco undoubtedly proved. But the progress and energy of the Japanese shipowners were in part attributable to the handsome financial assistance rendered by the Government and not to the so-called labours of themselves; although that was no inappreciable quantity. Of course there is nothing derogatory to the shipping companies in accepting the subsidies so freely offered, or running at a profit the vessels which were presented to them as a free gift by the Government—vessels which had been captured during the war. But what went against the grain of most critics was that the money expended in these subsidies was actually part of the loans raised in London, New York, Paris and Berlin. So that the best endeavours of foreign shipping firms to compete on a level scale with the Japanese were to a great extent rendered nugatory by the action of their own competitors in the financial world at home. Of late, however, the Japanese Government has been so hard pressed for ready cash that it has had to consider the question of shipping subsidies. The financial crisis began with the failure of the smaller banks in the capital and in the more important provincial towns. That meant a corresponding difficulty on the part of the people to pay the increasing burden of taxes and ultimately led to the reduction in the appropriation vote for the army and navy by £29,000,000. But even the extensive economies made throughout the Government departments in Japan have not achieved the end in view of relieving the national financial stringency, and it seems that merchants and others, including the native press, have begun to view with disfavour the enormous sum annually distributed in the form of subsidies to the shipping companies. The writer of "Commercial Notes" in the *Kobe Herald* is quite candid on the subject and his remarks, we venture to think, will come in the nature of a mild revelation to those whose interests lie outside Dai Nippon. The writer in question remarks that with the exception of those connected with either the shipping or shipbuilding trades, almost all the papers and apparently a majority of commercial men are opposed to the renewal of the present subsidy system. This system will come to an end next year. As to the reasons, they agree that the subsidy has enabled the business men and companies concerned to develop their business enormously but that carelessness has been shown in incurring needless expenditure. The object of the subsidy, they contend, was and is to enable the companies concerned to work on an independent basis, but unfortunately the opponents of the system claim, the result has only made them dependent, while the system has served to disturb business not only in Japan but in other parts of the world. The *Tokio Asahi*, which is strongly opposed to a renewal of the subsidies, has been engaged most zealously in what it terms "this foolish subsidy competition," and that little good has been accomplished. Investigations made by the authorities, says the *Asahi*, prove this, and in support of this assertion the following official report on the rates of shipping subsidies, per ton, of various Powers, is published:—

Country	Subsidy per ton
Japan	100
U.S.A.	10
U.K.	10
France	10
Germany	10
Italy	10
America	10
Great Britain	10

France	100
U.S.A.	10
U.K.	10
Germany	10
Italy	10
America	10
Great Britain	10

The paper mentioned attributes the present depression in the shipping trade very largely to the working of the subsidy. It says that a director of a certain shipping company has repeatedly laid stress on the unfavourable condition of his business, merely in order to bring about a renewal of the subsidy. The company has been receiving "It urges the authorities to pay the utmost attention to the question before making a definite decision one way or the other. All this will come as news to those who believed that Japan was committed to the subsidy system, and if it is the case, there is a substantial decrease in the expenditure under this head the result should prove as beneficial to Japan as it will to legitimate traders. With regard to the financial situation generally in Japan our contemporary reports that slowly but surely the bankers are getting less timid. The probability is that things would never have been so bad as they were had they exercised a spirit of confidence a little longer. Business, however, is as dull as ever, and the majority of men are engaged only in work of adjustment. Needless to say, there is not a great demand for money. Bankers have money in hand, but the rate of interest has not fallen. The writer goes on to say that about ¥27,000,000 will be required for the payment of income and residential land taxes, at the end of the current month, so money will then become a little tighter, but the progress of the restoration of normal financial conditions is not likely to be affected. On and after the 15th prox. national bonds will be repaid to the amount of ¥20,000,000, and then a good deal of money which is now lying idle for summer and autumn silk, cocoons and yarn will be set free. It is probable that the rate of interest will drop again then. It is only natural that money should become tighter towards the end of the year. Owing, however, to the fact that National Bonds to the amount of ¥24,000,000 will fall due in the course of December, the money market may continue easy till the year is over. Provided that the forecast is accurate and well founded Japan should find her national finances in a very much easier position next year than they have been since the end of hostilities.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CUSTOMS DUES.

COLLECTIONS TO BE MADE IN DOLLARS.

(By courtesy of the "Shuang Po.")

Peking, 2nd October.

Duke Tsai, president of the Board of Revenue, is going to present a memorial to the effect that, in future, all Customs dues and land taxes be collected in dollars.

TIBET.

DALAI LLAMA NOT WANTED.

(By courtesy of the "Shuang Po.")

Peking, 2nd October.

The High Commissioner in Tibet has telegraphed to the Imperial Government to use their best efforts to persuade the Dalai Llama to remain in Peking instead of returning to Tibet.

The purport of the suggestion is to allow of reforms being introduced into the administration of civil affairs in Tibet.

The Imperial Government acquiesces in the suggestion.

POPPY CULTIVATION.

SHANTUNG GOVERNOR'S DRASTIC PROPOSAL.

(By courtesy of the "Shuang Po.")

Peking, 2nd October.

H.E. Yuan Shih-fun, Governor of Shantung, has memorialised the Central Government requesting that instructions be issued throughout all the provinces to stop the cultivation of poppy altogether within one year.

TANG SHAO-YI.

DEPARTURE FOR AMERICA.

(By courtesy of the "Shuang Po.")

Peking, 4th October.

H. E. Tang Shao-yi started on his special mission to America on the 3rd inst.

The N. C. D. News of the 1st inst. says:—His Excellency Tang Shao-yi Special Com-

missioner to the United States, to offer thanks on behalf of their Imperial Majesties for the country's remission of a portion of the "Boxer" indemnity of 1900, arrived here at a little past 5 o'clock yesterday afternoon, by the C. M. S. *Hsiangming*, from Tientsin. His Excellency was accompanied by his First Secretary (Duke Tsai Fe (second son of his Highness Prince Chiang)) Second Secretary (Tung Yung Kwei) and a number of other large number of the local civil and military authorities (assembled at the *Ki-yen* Yuan Wharf—where a decorated shed had been set up to welcome the distinguished party, the leading members of which afterwards drove over to Kowloon, where they were to remain during their short stay of two and a half days in Shanghai. There were also several foreign friends at the wharf to meet the Ambassador, prominent amongst whom were Mr. Chao, Consul, U. S. Consul-General, and Mr. R. B. Stearns, Commissioner of Customs. The French Municipal authorities furnished a guard of honour of *Armée* police which escorted his Excellency as far as the limits of the French Concession, where the Ambassador was met and escorted by mounted Sikh troopers to the hotel.

We understand that his Excellency Tang Shao-yi will give a public reception to-day at the Bureau of Foreign Affairs, Emballing, Well Road—and will attend a banquet this evening given by fellow provincials at the Canton Club in Nanking Road. After the banquet his Excellency will attend a reception given by his school fellows, the returned students from the U. S. (Chinese Educational Mission of the seventies) to be held at the residence of Mr. Chen Huan-ze, on Singkeung Road, Hong-kow.

THE AMERICAN FLEET.

AN IMPERIAL DECREE.

(By courtesy of the "Shuang Po.")

Peking, 4th October.

The American fleet being about to arrive at Amoy, an Imperial Decree has been issued commanding the Viceroy of Fukien to proceed to Amoy forthwith to supervise all arrangements in connection with the reception of the fleet at that port.

SIR ROBERT HART.

REPORTED RECALL.

(By courtesy of the "Shuang Po.")

Peking, 4th October.

It is reported that the *Waiwupu* has recalled Sir Robert Hart (by telegram) Peking to consult him on matters affecting the financial system of the Empire.

THE DALAI LLAMA.

ILL AT PEKING.

(By courtesy of the "Shuang Po.")

Peking, 4th October.

Since his arrival in Peking the Dalai Llama has been ill.

The audience with their Majesties is, accordingly, indefinitely postponed.

Tat San and Cheung Yim Tong have been instructed to wait on him. The expense attending the visit of the Buddhist Pontiff and his suite to the Capital is some \$18,000 a day.

Peking, 27th September.

The Dalai Llama arrived at two o'clock this afternoon at the Hsankow Station. There was an official reception at the station. Mr. Tang, President of the Wai Wai, the Chinese Director and the Sub-director of the Lu-Han Railway, as well as Prince Yu and Duke Fu arrived with the Dalai Llama from Peking, where they had welcomed the Dalai Llama on behalf of the Emperor and Empress Dowager. All Chinese dignitaries were presented to the Dalai Llama at the Railway Station in Peking. Then the latter left for the Yellow Temple. The procession was headed by a band of music and a company of police troops. Then a number of monks, dressed in yellow robes, upon the Dalai Llama himself was carried upon a yellow sedan chair which was fully covered. Mounted Lamas and another company of police followed. The procession passed the Italian Legation on the way to the so-called Yellow Temple. The procession made by the procession was splendid, the order was everywhere very good. The retinue of the Dalai Llama consists of three hundred men, who have with them eight hundred camels and four hundred ponies.

Peking, 30th September.

There are four high lamas in the retinue of the Dalai Llama and besides these four high lamas of the first class and one hundred and twenty-six of the second class. One hundred and sixteen servants and eighty-eight horses accompanying them. The Dalai Llama brought six railway cars with gifts for the Court. *China Gazette.*

AN EXCHANGE BANK.

ANOTHER PROPOSAL.

(By courtesy of the "Shuang Po.")

Peking, 5th October.

It is proposed by the Ministry of Finance to establish a Bank whose operations will be principally conducted in the direction of exchange business between England, Germany and Japan.

GERMANY IN THE NORTH. RAILWAY CONCESSION REFUSED.

[By courtesy of the "Sheung Po."] Peking, 5th October.

The Waiwupu has refused permission to certain German applicants for the privilege of constructing a line of railway to Chefoo.

TIBET.

UNRULY SUBJECTS.

[By courtesy of the "Sheung Po."] Peking, 5th October.

The High Commissioner in Tibet has telegraphed to the Central Government that the natives are of an unruly nature and are opposed to the administration of the government by the Assistant Commissioner. The Chief Commissioner urges that the Dalai Lama be commanded to return to Tibet in order to allay the rebellious attitude of the people.

LEGATION GUARDS.

WAIWUPU'S REPRESENTATIONS UNHEEDED.

[By courtesy of the "Sheung Po."] Peking, 6th October.

The Waiwupu has repeatedly brought before the notice of the Diplomatic Corps at Peking the desirability of removing the Legation Guards outside the City limits. The request has not been entertained by the Foreign Ministers in Peking.

CHINA'S CURRENCY.

TAEI PIECES TO BE MINTED.

[By courtesy of the "Sheung Po."] Peking, 6th October.

An Imperial Decree was issued on the 6th inst. directing all Provincial Mints to coin currency pieces of the values of one tael and half tael, respectively.

THE DALAI LLAMA.

OPPOSED TO ADMINISTRATIVE REFORMS.

[By courtesy of the "Sheung Po."] Peking, 6th October.

After the arrival of the Dalai Lama in Peking various Princes and statesmen interviewed him. Several of the Buddhist Pontiff's visitors discussed with him matters concerning administrative reforms in Tibet, to which the Lama was averse. He suggested obstacles in the way of governmental reform.

PEARLS AND JADESTONES.

HEAVY DUTY PROPOSED.

[By courtesy of the "Sheung Po."] Peking, 6th October.

It is proposed by the Imperial Government to levy heavy duties on articles of luxury. Precious stones, like pearls and jade, besides curios, will be taxed on the highest possible scale.

MINISTER TO GERMANY.

DEFERENCE TO GERMAN GOVERNMENT'S WISHES.

[By courtesy of the "Sheung Po."] Peking, 6th October.

It is reported that the re-appointment of H.E. Yum Cheung as Chinese Minister to Berlin was made in deference to the wishes of the German Government.

THE DALAI LLAMA.

DIPLOMATIC AMENITIES.

[By courtesy of the "Sheung Po."] Peking, 7th October.

Since the arrival of the Dalai Lama in Peking, the Diplomatic Corps has paid deferential visits to him.

On the 6th instant, the British, American, German, and Russian Ministers made official calls on the Buddhist Pontiff. The Ministers had a long conference with him.

TIBET.

ADMINISTRATIVE REFORMS URGED.

[By courtesy of the "Sheung Po."] Peking, 7th October.

Their Majesties the Emperor and Empress Dowager, personally, com-

mended Grand Councillors Chang Oih-tung and Yuan Shih-kai to put the administrative affairs of Tibet in proper order, rather than to discuss matters to no effective purpose.

CHINA'S CURRENCY.

A VAGUE MESSAGE.

[By courtesy of the "Sheung Po."] Peking, 7th October.

The Board of Civil Affairs memorialized the Throne urging that Tang Shao-yi should be instructed to include the question of China's currency in the Treaties with the Foreign Powers. [This vague message is meaningless, as it stands. It is more likely that Tang Shao-yi is desired to study the currency system obtaining in the countries which he is about to visit.—Ed., H. K. T.]

THE YUNNAN QUESTION.

AMICABLY SETTLED.

[By courtesy of the "Sheung Po."] Peking, 7th October.

The Yunnan frontier question respecting the murder of French officers by Chinese insurgents has been amicably settled between the Waiwupu and the French Minister in Peking.

CHINESE STUDENTS.

PROSPECTIVE APPOINTMENTS.

[By courtesy of the "Sheung Po."] Peking, 7th October.

The Waiwupu has instructed the Chinese Ministers accredited to Foreign countries to make special note of the students who pay for their own education in those countries so that they may be appointed to the various Ministries when occasions offer.

THE OPIUM TRADE.

THE ATTEMPTED CANTON MONOPOLY.

[By courtesy of the "Sheung Po."] Peking, 8th October.

The Waiwupu has communicated with the British Minister in Peking requesting him to restrain the Acting British Consul-General in Canton from interfering with the proposals of the Provincial Government for regulating the sale of prepared opium.

LEGATION GUARDS.

JAPANESE GOVERNMENT'S CONCILIATORY ATTITUDE.

[By courtesy of the "Sheung Po."] Peking, 8th October.

According to information received from Tokio it is the intention of the Japanese Government to withdraw the Legation Guards from Peking.

THE AMERICAN FLEET.

DEPARTURE OF CHINESE COMMISSIONER.

[By courtesy of the "Sheung Po."] Peking, 8th October.

Leung Tung-im was to start from Peking to-day on his special mission to Amoy to welcome the American Fleet.

COMMERCIAL TREATY COMMISSIONER.

APPOINTMENT OF SHANGHAI TAOTAL.

[By courtesy of the "Sheung Po."] Peking, 8th October.

The Imperial Government has sent telegraphic instructions to the Shanghai Taotal to attend to the duties of the revision of Commercial Treaties [in the absence of Sheung Kung-pao].

THE AMERICAN FLEET.

AND THE MINCHE VICEBOY.

[By courtesy of the "Sheung Po."] Foochow, 8th October.

Both H.E. the Viceroy and the Provincial Treasurer will proceed to Amoy to welcome the American Fleet. The Provincial Treasurer starts on the 14th inst., and the Viceroy on the 21st.

A BOILERMAKER, giving the name of Cheng Kwan, residing at 88, Queen's Road East, was charged in the Police Court, last Thursday, with stealing a quantity of sheet iron, valued at \$50, belonging to the Hongkong Hotel Company, Ltd. It was alleged that he had removed the metal from the old portion of the building which is being pulled down. He pleaded "not guilty" to the charge, and the case was remanded.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

AN INTERESTING RACE ACROSS THE PACIFIC.

To the Editor of the "Hongkong Telegraph."—Referring to the article published under above title, your evening contemporary issue of yesterday, it is a great pity that their correspondent did not get the facts before he wrote.

On July 11th last, the steamer *Monticla* (British), *China* (American), and *Minneapolis* (American), of 6,100, 5,000 and 13,315 gross tonnage, respectively, left Hongkong a few minutes after noon for American ports. Please note that the gross tonnage of the Pacific Mail steamer *China* is 5,000, and her displacement tonnage is 10,200 as quoted by their correspondent.

Regarding this wonderfully interesting "race" your contemporary's correspondent fails to state that the Pacific Mail steamer *China* reaches San Francisco via Honolulu, a distance of 7,520 miles from Hongkong, as compared with the *Monticla* run of 5,934 miles. The *Monticla* arrived in Vancouver on August 4th, according to the correspondent and the *China* at San Francisco on August 9th as a matter of fact the *China* arrived at San Francisco at 6 a.m. on August 5th; thus we see that the *Monticla* covered 5,934 miles in 23 days 16 hours (not including the double day crossing the 180th meridian) while the *China* travelled 7,520 miles in 17 hours, or in other words the *Monticla* made about 251 miles per day while the *China* made 300 miles per day, including stop at all ports, the *China* saving lost 24 hours in Honolulu, to make the comparison. I have left out the *Minneapolis* in these comparisons as I understand she called at Nagasaki and made repairs. In conclusion, I hope the correspondent will in future not let his patriotism stand in the way of his veracity.—Yours truly,

Hongkong, October 3, 1908.

VERACITY.

COMMITTED FOR TRIAL.

END OF THE HOLMES CASE AT THE MAGISTRACY.

3rd inst. So far as the Police Court is concerned, the trial of H. S. Holmes, merchant of the Eastern Commercial Company, 133, Queen's Road Central, for the alleged kidnapping of a Chinaman of \$3,000, was concluded this morning.

"I have decided to commit the defendant for trial," said Mr. J. R. Wood (second police magistrate) when the case was resumed. "Before doing so, however, I have to abide with the rules and read the depositions to the witnesses. Mr. C. F. Dixon (for the prosecution) said that Mr. Dixon observed Mr. Holmes on the 11th inst. at 11 o'clock on Monday, when the evidence given by witnesses for the prosecution will be read. The defendant need not appear on that day. On Tuesday morning I will read the evidence for the defence. Mr. Dixon then spoke about the bail. He said he had been instructed to ask for its increase.

His Worship (to defendant's solicitor, Mr. H. C. Holmes)—Can you find more bail? "Unless there is a special reason," Mr. Holmes answered, "I don't see why it should be increased." Mr. Dixon: "he reason is that I have made out a strong case of guilt against the defendant, and your Worship will take that into consideration."

Mr. Holmes—I have made no application to have the bail reduced. Mr. Dixon observed that \$4,000 was provisionally fixed by Mr. Kemp. He had asked that it should be \$4,000. He would leave it into the hands of the Court. Mr. Holmes submitted that most of the evidence related to the sum of \$5,000 and certain other evidence which was irrelevant. He did not see why the bail should be increased. His Worship fixed the bail, after further discussion, as follows:—\$1,000 cash to be deposited and \$4,000 bond.

GAGGED AND ROBBED.

EXCITING SCENES WITH ROBBERIES AT CAUSEWAY BAY.

5th inst. During the last few months, we have had occasion to report in the columns of this journal numerous cases of robberies and piracies, of a most audacious character, that have occurred in and within the waters of the Colony.

It is pleasing to note that the police force of the Colony have been up to the occasion and have succeeded in bringing to book the culprits in these outrages have been brought to book. But a robbery which occurred at Causeway Bay yesterday night is one of the most daring that we have to record for some time. From intelligence we have received from Police headquarters to-day it would appear that two men, armed with fighting-irons, boarded a junk (No. 456) at about two fifteen o'clock this morning.

The night was dark. All along Causeway Bay was in a state of perfect tranquillity. The two men crept stealthily aboard the junk, and going aft, seized hold of the master by the throat, tied a string round his neck, and attempted to gag him with a pair of trousers. The other man proceeded to ransack the junk. He secured one blanket and a silk jacket, valued at \$12.

In the meantime the master, who had been gagged, shouted for help. His cries stopped the other *foh*, who went to his assistance. They managed to arrest his assailant, the other individual dropping the loot on the deck, and succeeded in making his escape.

The *foh* took the alleged robber to No. 2 Police Station, and he was incarcerated. The facts were related to Inspector Fenton, who investigated the matter early this morning, and he succeeded in apprehending other suspected accomplices.

In the course of a few days the suspects will be brought before the Magistrate on the charge of armed robbery.

6th inst. Before Mr. J. H. Kemp, in the Police Court, this afternoon, the two coolies, who were charged with committing armed robbery on board a junk, at Causeway Bay, on Sunday last, were brought up on trial. Inspector Fenton appeared on behalf of the police to prosecute. Evidence was heard to the effect that on the night in question while the master and his *foh* of junk No. 456 were asleep two men armed with fighting-irons boarded the vessel, and proceeding aft, where the master was to be found they bound his hands with a rope. One attempted to insert a piece of cloth in his mouth, but was brought up on trial. The other could be done the master gave the alarm. This brought the *foh* to his assistance and the man who had tried to gag him was arrested but the other, who had in the interval been collecting some of the crew's possessions, dropped the articles and escaped. However, he was arrested a few days ago. The case was remanded.

TODAY'S GYMKHANA.

THE LATEST FROM THE COURSE.

An anonymous contributor, who signs himself "Our Special Commissioner," sends us the following:—The fifth Gymkhana, to be held to-day, promises to give us some excellent racing. The handicaps are well framed, and, not the least, the jockeys are of excellent quality—especially Earthquake, Maryland, Astral, Blue Nile and Silder Dhu.

The course is in good order and some fast times should be made. The winners are not easy to find, and it is with some diffidence I make the following selections:—

5 Fur Handicap—Earthquake. Gymkhana Stakes—Coxcomb. 6 Fur—Coudan, save his Strathgairn. 14 Mile Handicap—Earthquake.

CHINA BORNEO CO., LD.

BIG TIMBER EXPORT.

In his annual report for 1907 on Labuk and Sugut, the District Officer writes:—The China Borneo Co. has done very well this year, shipping 500,000 ft. of timber from their concessions in this district, which is considerably more than half exported from the whole State.

THE SAW-MILLS.

The Protector of Chinese, also, writes in his annual report:—Two new rubber estates have been opened during the year, and I am informed that another is on the way. The China Borneo Co.'s Saw-mill at Sandakan has been considerably enlarged to cope with the increased work, and a coal wharf and depot has been built near the Sandakan wharf, to provide steamers with a ready supply of coal from the mines at Sillimpon. All these call for an ever increasing supply of labour.

THE LATE MR. L. A. M. JOHNSON.

A STRAITS APPRECIATION.

The *Singapore Free Press* writes:—There are many friends of the late Mr. Lewis Audley Marsh Johnson who will bear with surprise and regret of his unexpected death at Hongkong, on September 30th, of blood poisoning. The cause mentioned, blood poisoning, is somewhat mysterious and we are left in doubt as to whether that was septicæmia, tetanus or even possibly plague. When Mr. Johnson passed through Singapore last outward bound to Hongkong he looked in the best of health, and it is melancholy to think that he should have died in the prime of life at the age of forty-three, with the promise of a successful career in the Colonial service before him.

Mr. L. A. M. Johnson was appointed by the Secretary of State to the Straits Civil Service as a Cadet on November 1st, 1883, the other members of the batch being Messrs. C. O. Playden (since retired), A. H. Lemon, L. M. Woodward, W. D. Brown and G. A. Hall.

All of these took high places in the examinations. Mr. Johnson, who was the sixth of the Straits cadets, being eighth in the list. The bulk of Mr. Johnson's service in this Colony was in connection with the General Post Office in Singapore and in Penang, although he carried out departmental work in the Resident Councillor's Office, Penang, as Collector of Land Revenue at Sungei Ujong, at District Officer at Alor Gajah, and as District Officer at Ipoh. He was a keen member of the Singapore Volunteer Artillery, becoming Sergeant of A sub-division and subsequently being appointed as Lieutenant in the S. V. A. Early in 1897 Mr. Johnson proceeded to Hongkong on a special mission concerning postal matters, and no doubt it was as a result of that visit that in 1902 he was appointed Postmaster General of Hongkong, and in 1903 he entered the Legislative Council as Acting Colonial Treasurer.

He was the eldest son of the late William Johnson, of Ballykilbeg, M.P. for South Belfast, and Grand Master of the Grand Orange Lodge of Ireland and was educated at Trinity College, Dublin, of which he was B.A.

Mr. L. A. M. Johnson was the last of three Straits Cadets who left this Colony's service for China. The first was G. J. Linton who joined the Consular Service, and died in Yunnan a few years since. Mr. H. J. Gomer, who has joined the judicial bench of Hongkong, and Mr. Johnson, who has just died as Postmaster General of Hongkong.

His pleasant Irish temperament made the late Mr. Johnson one of the most lovable of men. To his intimate friends here, and they were many, he was always "John," and the news of his premature death comes to all who had the privilege of his friendship with a deep sense of bereavement.

Mr. Johnson married about five years ago when on a visit home to settle his deceased father's affairs, and he brought Mrs. Johnson out with him to Hongkong. Mr. Johnson had again just joined her husband after a visit to England, only to lose him immediately after her arrival in Hongkong. Both in Hongkong and the Straits the greatest sympathy will be felt for Mrs. Johnson in her sad loss.

FIRE IN THE PHILIPPINES.

ENORMOUS DAMAGE.

The *Colombian-American*, of 6th inst., says:—A tremendous fire laid waste at midnight last night the factory of the Philippine Products Company. Within a few moments from the start the flames leaped skywards, winding their snake-like clouds in gruesome brilliancy. Never has the necessity for fire boats been demonstrated more forcibly than on this occasion, and it is the firm belief of the authorities that much could have been saved had the department been able to count on the assistance of such fluvial fire fighting machinery.

The alarm was turned in at 12.18 a.m. and was responded to immediately by the Peco fire station which dispatched, under the guidance of Assistant Fire Chief Clarence F. Samuelson, one hose, one ladder and one chemical engine. The firefighters proceeded with all haste possible to the scene of the conflagration only to find that their efforts were balked by the river dividing Santa Ana proper from Pandacan—the seat of the fire. Another chemical engine and hose company were telephoned for to overcome the obstacle of distance and the Bureau of Navigation was also requested, by telephone, to send one or two boats to assist in the work. (The *Colombian-American* appeared on the scene shortly after the arrival of the Peco contingent and took personal charge of the efforts of his department.)

The damages are estimated between 20,000 and 30,000 pesos and it is taken for granted that nothing of value has been saved. The factory's stock of chemicals and oils of various descriptions only added to the intensity of the fire and every explosion of oil specialties caused a roar and vibration as if produced by a mighty cannon. People rushed to the scene that is the Santa Ana water edge from near and far, and thousands were those that watched the picturesque disaster.

As this paper goes to press the flames are still showing upwards.

HONGKONG TECHNICAL INSTITUTE.

LIST OF CERTIFICATES.

The following are the names of students who were successful at examinations held in June last at the Hongkong Technical Institute. Prize Winners are denoted by an asterisk, and those who passed with "Distinction" by the letter "D" after their names.

Building Construction.—Lecturer: Mr. T. L. Perkins; A.M.I.C.E.; Examiner: Mr. J. F. Boulton, A.M.I.C.E. Certificates awarded to—Ma Fung-shu, Tse Ching-fong, and Thomson Wright.

Machines Drawing.—Senior. Lecturer: Mr. W. Tulp, A.M.I.M.E.; Examiner: Mr. J. Martin, Hongkong and Whampoa Dock Co. Certificates awarded to—David O. Wong.

Drafting.—Senior. Lecturer: Mr. W. H. Williams, F.C.S.; Examiner: Mr. H. Sykes. Certificates awarded to Tse Ching-fong. Mathematics.—Senior. Lecturer: Mr. A. R. Sutherland, M.A.; Examiner: Mr. A. W. Grant, B.A.

Certificate awarded to—Lo Kam-chak "D," Leung Tin-shang "D," Ng Tin-chi "D," Chin Wai "D," R. E. Shaw, and David O. Wong.

Mechanics.—Senior. Lecturer: Mr. W. H. Williams, F.C.S.; Examiner: Mr. H. Sykes. Certificates awarded to Tse Ching-fong. Mathematics.—Senior. Lecturer: Mr. A. R. Sutherland, M.A.; Examiner: Mr. A. W. Grant, B.A.

Certificate awarded to—Lo Kam-chak "D," Leung Tin-shang "D," Ng Tin-chi "D," Chin Wai "D," R. E. Shaw, and David O. Wong.

Certificates awarded to Henry G. Leong, "D," Sias Perry "D," Y. M. Juman, R. Nataraj, Lau Wing-chung, Bishan Singh, and M. Courage, "D."

English.—Junior.—M. B. Ahwae "D," Fok Kaibin, "D," Yik-hang, L. Chai-fai, Kwok Wai-lan, Pan Ping-leung, C. W. Sham, Tang Kwong, W. Salvo, Cheung Lai-lai, Ip Yik-hang, Tam Kwok-wei, Tang Ching-hau, Im Ping-man, R. Mendez, C. Rodriguez, Un Wong, and Ip Kwai-shang.

French.—Senior.—Lecturer: Madame Ribot; Examiner: Rev. Father Souvey. Certificates awarded to—M. R. Leitao "D," J. B. Gutierrez, Junior.—Lecturer: Mr. P. D'Agostini; Examiner: Rev. Father Souvey.

Certificates awarded to D. Ezra, "D," C. Polley, A. Joaillibo, G. Bonning, Ho Wing, Mok Mun, K. Basu, F. A. Juanillo and M. Long. German.—Senior.—Lecturer: Rev. Pastor Muller; Examiner: Rev. J. H. Chong.

Certificates awarded to—Fu Chu-ling "D," M. A. Gomes, O. F. Ribeiro, Junior.—Yau Han-hing "D," Junior.—Lecturer: Mr. J. W. Bains, (Ching, Malaya); Examiner: Mr. R. A. Lowry (S. China Morning Post).

Certificates awarded to—R. D. Wilks, "D," D. Young "D," Junior.—Pang Kan-wing "D," A. Mercado, Li Chor-chi, F. J. Agabeg, H. W. Kilbig, and V. Salvo.

Book-keeping.—Lecturer: Mr. A. O. Brown; Examiner: Mr. A. E. Crappell. Certificate awarded to—D. D. Talat, "D."

Theoretical Chemistry.—Lecturer: Mr. E. Brown, F.I.C.; Examiner: Mr. A. C. Franklin, F.I.C.

Certificates awarded to Chan Wing-to and Tam Wing-kuong. Practical Chemistry.—Tan Wing-kuong "D," Chan Wing-to "D," Ko Wo-tuck "D," Chan Un-ying "D," Ma Fung-shu, Oscar Ribeiro, Joseph Poon-why, and Au Shiu-cheung.

Physics.—Senior.—Lecturer: Mr. A. H. Crook, M.A.; Examiner: Mr. H. Sykes. Certificate awarded to J. C. Ozorio. Junior.—Certificates awarded to Tse Ching-fong and Leung Wing-wai.

TYPHOON IN THE PHILIPPINES.

DAMAGES IN THE VISAYAN ISLES.

Iloilo, Panay, P. I., September 30, 1908. Reports from nearly every place in the Visayas that suffered from the recent typhoon have been received in Iloilo and these reports tell a tale of destruction and damage that, in money value, will amount away up into the hundreds of thousands of pesos.

At Camp Bumpus, Tacloban, the damage to the military was severe. Two sets of barracks being completely destroyed and the barracks of another company badly damaged. The troops are camping in tents, in the chapel; officers' quarters and wherever shelter can be secured. Officers' quarters were also damaged. At Camp Connell, Samar, four sets of quarters, the distilling plant, Hospital Corps quarters and the chapel were destroyed; and those left standing are in such condition that they afford no shelter.

At Borongan the town and the military post were both wiped out. No deaths reported, only a few minor injuries. All buildings at Gandara more or less injured; nipa roofs all blown away.

At Camp Downes nipa roofs all injured. Tanauan, Tolosa and Abuyog, Leyte, all report injury to buildings. One set quarters and one officers' quarters blown down at Abuyog.

All buildings except head-quarters, post exchange and Hospital Corps sergeants' quarters blown down. By heroic effort the steam lighter *Harriburg* was saved, but the *s. Tarlac* is reported ashore three miles north of Borongan. It is almost certain that the government will have to furnish emergency support to the residents of the coast of Samar as practically everything these people owned has been destroyed or blown away. Very little damage was done around Iloilo and on the islands of Golmaras and Panay, although several small houses were unroofed or blown down. The government should take steps to investigate the condition of the people in Samar at once and probably some of these in Leyte.

CHINESE IMMIGRANTS INTO MEXICO.

LABOURERS SENT BACK.

A Tokyo message to the *Asahi* says:—The German steamer *Landratschiff*, which arrived at Yokohama at 6 a.m. on the 18th ultimo from Mexico, carried a large number of Chinese labourers, who were refused permission to land in Mexico. The steamer had proceeded from Hongkong to Mexico with 116 Chinese labourers. The Mexican authorities declared that all the labourers were suffering from trachoma and refused them permission to land. Protestations were made in vain by the captain of the steamer, and the overseers of the labourers, and the steamer left the Mexican port on the 19th August for China. During the voyage, sickness broke out among the Chinese, and 51 of them died from the disease. On the morning of their arrival at Yokohama, another man died. Besides this, forty or fifty patients were lying on board in a critical condition. The steamer put in at Yokohama on account of its supply of food and coal having fallen short. The loss to the contractor for the labourers is estimated at about ¥400,000.—*Japan Chronicle*.

THE OPIUM TRADE.

INDIA'S CO-OPERATION WITH CHINA.

In the Indian Budget estimate for 1908-1909, the following reference appears on the all-important subject of the opium trade with China:—

"Under Opium, we estimate that our gross receipts will amount to 724.43 lakhs, and our net revenue to 593.49 lakhs in 1908-1909, as compared with 724.43 and 524 lakhs respectively in the current year. The reduction in net revenue would have been greater but for the poor outcome of the crop now being gathered which will reduce the payments to be made to the cultivators. The number of chests of Bengal opium to be offered for sale has been reduced from 48,900 to 41,000, and the average price likely to be obtained, has been estimated at Rs. 130 per chest as against Rs. 135, the average obtained during the current year. The trade in Malwa opium has slightly revived of late, and we have assumed that 15,000 chests will pay duty, that being the full amount permissible during the calendar year, as explained below."

In last year's Financial Statement, I referred to the fact that negotiations were in progress with the Government of China in regard to the restriction of the opium trade, but these had not at that time reached a stage at which any announcement was possible. Papers have recently been presented to Parliament explaining the nature of the settlement that has been arrived at. The gist of the latter is so far as it is material for the present purpose is to the following effect:—(1) that the Government of India have agreed to restrict the export of opium from this country to 60,000 chests during the calendar year 1908, and to effect further reductions of 5,000 chests in each of the two following years; (2) that the question of making still further reductions after the year 1910 will depend on whether China has, in the interval, effected a proportional reduction in its own production and consumption of opium; (3) that the question of increasing the Chinese import duty, which at present stands at 210 taels per picul, has been postponed for the present as the objections extended to that course

A large, dense crowd of people, mostly men in suits, gathered for a formal event. The image is a black and white photograph showing a vast assembly of individuals, likely at a political or social gathering. The perspective is from a slightly elevated position, looking down into the crowd. The people are packed closely together, filling the frame from the foreground into the distance. Many are wearing dark suits and light-colored shirts, suggesting a formal occasion. The lighting is somewhat dim, with shadows cast across the crowd, emphasizing the density and scale of the gathering.

THE DALAI LAMA.

Telegrams from Peking announce that a most interesting personage arrived yesterday afternoon (Sept. 28) in the Chinese Capital—the Dalai Lama. Ever since the political mission of Colonel Younghusband, with the military escort under Colonel Macdonald, entered Tibet and approached the mysterious city of Lhasa, in 1904, the Dalai Lama has been a fugitive from his country, and has been wandering in the remote parts of Mongolia and Western China, while the reins of Government have been held in his absence by his fellow Pontiff, the Tashi Lama. The Dalai Lama has been accompanied in his travels by an immense staff of Lamas, and extraordinary reports of the doings of what appears to have been an ill-regulated horde of priests have occasionally filtered through from these remote regions. There can be no doubt that the entertainment of the Dalai Lama and his entourage has been a most onerous charge on the Mongolian Princes and Governors whom he has honoured with his presence, and each host appears to have soon tired of the great privilege accorded to him by the advent of the Dalai Lama into his territories, and to have hastened to pass him on to his neighbours. The Chinese Government, ever since the British evacuated Lhasa, have not ceased to urge the Dalai Lama to return to Tibet, but till recently with little success. While he was resident at the sacred mountain of Wutai-shan, however, the Dalai Lama appears to have been convinced that his safety would not now be endangered by returning to Lhasa, and he decided to go back to Tibet. The Chinese Government then apparently considered that it would be advantageous to have the Dalai Lama visit Peking before proceeding to Tibet, no doubt with a view to convincing him of the necessity of its future action in accordance with the Sincere country's interests, and as was announced, to urge him to assist the Chinese Imperial Commissioner in the carrying out of certain reforms in the government and the establishment of telegraph and the construction of roads. At first the Dalai Lama appears to have easily consented to visit Peking, especially as he was informed that he was to be treated as a sovereign prince, but later he repeated his decision, and uncomprehending delays occurred on his journey to the Chinese Capital. Ultimately the Dalai Lama and his attendants reached Tai-yuanfu, when the Governor of Shensi, finding that the expense of their entertainments was considerable, the conduct of the attendants intolerable, and the probable cost of the conveyance of the party by chairs and coolies alarming, decided that the remainder of the journey must be made by rail. The Dalai Lama at first balked at this proposal, but the Governor remained firm, and the former ruler of the one time mysterious Tibet had made his first railway journey and is now in Peking, where he has already had a barbarically magnificent welcome, and is apparently to be housed during his stay with exceptional honours.

The position of the Dalai Lama in the Buddhist theology is not very clear. The claim made for the Dalai Lama is that he is the reincarnation of Buddha, and if that claim was admitted by all Buddhists his position and influence would be immense, and he would in that case be the acknowledged supreme head of the Buddhist faith, a cult which numbers followers estimated at anything from 100,000,000 to 400,000,000. But the Dalai Lama's claims are apparently too fantastic to be admitted even by believers in such a fantastic mass of superstition as comprises Buddhism, for the entry of Colonel Younghusband's force into the sacred land of Tibet brought no protest from Buddhists as such, and the flight of the so-called head of the religion caused little disturbance to the faithful. The fact is, of course, that the Dalai Lama is only really acknowledged Pontiff in Tibet itself, and even in Tibet his position is somewhat doubtful. The Tashi-Lama, it is stated, has equal powers spiritually, and he is also claimed to be a reincarnation. His temporal power in Tibet is not quite so great as that of the Dalai Lama, but it has been considered by the British Government sufficient to warrant his being recognised as the *de facto* ruler of Tibet in the absence of the Dalai Lama, and conventions have been made with him on that footing. What effect the return of the Dalai Lama will have on the carrying out of the trade and other treaties which have been concluded between Great Britain and Tibet remains to be seen. The Dalai Lama's flight may have resulted in discrediting him somewhat. Apparently, however, the Chinese Imperial Commissioner anticipates that he will return to Lhasa with practically unimpaired influence and authority. It is understood that Chinese influence will be used in the direction of restoring Tibetan exclusiveness, so that the prospect of increased trade and intercourse with that country in the future is not very hopeful.—*Shanghai Mercury*

JAPANESE BANKING REGULATIONS.

Since the advent of the financial depression last year, many small banks have failed in Tokyo and in the interior, and there are some private banks which are still in a very unfavourable position, says the *Japan Chronicle*. It has been suggested in some quarters that the existing Banking Regulations should be amended at the same time as the financial consolidation act. It is held that the failure of the small banks must be ascribed in some measure to the peculiar circumstances of the time, but it was also due in part to the defectiveness of the Banking Regulations. A Tokyo despatch quotes some remarks by Mr. Wakatsuki on this question. The amendment of the Banking Regulations, says the Vice-Minister of Finance, has been under consideration for a long time, and from time to time attempts have been made to effect a modification, but so far without success. But the motive which has prompted the Government to seek to amend the Regulations are quite different from those suggested. The stability of banks depends solely on the management of each bank. However perfect the Banking Regulations may be they cannot prevent bank failures. Depositors should be advised to carefully direct their attention to the management of the bank and do business with those institutions which are conducted on a sound basis. On this matter there is a wide difference in the views by the Japanese and by Europeans and Americans. The Japanese and American depositors are not so careful. The property of a bank depends on the public confidence in good management, and has nothing to do with the Banking Regulations, which are necessary for public interest purposes.

SHIPPING SUBSIDIES IN JAPAN.

MR. KONDO INTERVIEWED.

Considerable discussion is still going on in the veracious Press as to the advisability of abolishing the special bounties now paid by the State to various shipping companies. The lines on which bounties are paid and their terms of contract are as follows:—

The European line, 12 vessels; Jan. 1900 to Dec. 1903; Nippon Yusen Kaisha.

The Seattle line, Nov. 1901 to Dec. 1903; 3 vessels; Nippon Yusen Kaisha.

The Australian line, April 1902 to March 1903; 13 vessels; Nippon Yusen Kaisha.

The Far Eastern line, Oct. 1902 to March 1903; 11 vessels; Nippon Yusen Kaisha.

The Japan Sea line, April 1902 to March 1903; 2 vessels; Nippon Yusen Kaisha.

The Taiwan line, April 1902 to March 1903; 4 vessels; Onaka Shosen Kaisha.

The Japan Sea line, April 1902 to March 1903; 2 vessels; Onaka Shosen Kaisha.

The San Francisco line, April 1900 to Dec. 1903; 3 vessels; Toyo Kisen Kaisha.

The China line, April 1902 to March 1903; 18 vessels; Nishin Kisen Kaisha.

The contracts for the grant of special bounties in respect to the European, Seattle, and San Francisco lines come to an end in December next year, and several publicists are strongly urging the Government not to renew the contracts. Mr. Kondo, President of the Nippon Yusen Kaisha, speaking with reference to this subject, remarks that so far the Government has not expressed any opinion as to the renewal of the bounty contracts, but Mr. Kondo asserts that these various lines cannot be maintained without Government subsidies. "In the event of the Government stopping its bounty, therefore, we shall have no alternative but to discontinue these regular lines of course," the Osaka Shosen Kaisha or any other company will not be in a position to take up the services, as they could not be kept up with a profit. The result will be that Japan's maritime industry, which has been fostered at the expenditure of so much money, will be abandoned to encroachment by foreign competitors.

Reverting to the discussion of this subject, the *Tokyo Asahi* says that, as has been explained in previous issues, the shipping subsidies in this country are defacing the object for which they were introduced, owing to the defective methods employed. This is clearly shown by looking into the financial condition of the subsidised companies. The business receipts and subsidies received by the Nippon Yusen Kaisha during the last five years are shown below:

	Business Receipts	Subsidies
1903—1st half	¥8,681,000	¥2,855,000
2nd half	9,335,000	2,770,000
1904—1st half	8,803,000	2,018,000
2nd half	9,852,000	628,000
1905—1st half	10,200,000	527,000
2nd half	11,235,000	573,000
1906—1st half	11,692,000	520,000
2nd half	9,749,000	2,560,000
1907—1st half	10,074,000	2,500,000
2nd half	12,376,000	2,627,000

[The reason that the amount of subsidies shows a considerable decrease from the second half of 1904 to the first half of 1906 is because many ships were at that time requisitioned by the Government as transports.]

The expenditure and net profit of the company during the same period were as follows:—

	Expenditure	Net Profit
1903—1st half	¥9,304,000	¥2,433,000
2nd half	9,116,000	2,580,000
1904—1st half	9,352,000	1,459,000
2nd half	9,049,000	1,431,000
1905—1st half	9,420,000	1,485,000
2nd half	10,283,000	1,525,000
1906—1st half	10,093,000	2,244,000
2nd half	10,585,000	1,244,000
1907—1st half	12,233,000	1,280,000
2nd half	13,639,000	1,158,000

[The expenditure above given includes the cost of repairs, insurance, and depreciation fund.]

As will be seen from the above, the Nippon Yusen Kaisha would sustain a loss of two and a half million yen or thereabout every year if maintained by subsidies. At any rate, it is clear that the profit of the company is decreasing year after year. If the ultimate object of subsidies is to encourage the financial independence of shipping companies, the result of the system must be pronounced a complete failure. Prior to the late war the vessels of the N.Y.K. were earning a net profit of from ¥2.50 to ¥5 per ton in half a year; the average earning for the first half of 1906 even reached ¥1.50 per ton. Since then, however, the net profit has been steadily falling, though this is the result not so much of diminution of gross receipts as increase in expenditure.

The condition of the Osaka Shosen Kaisha's business is worse than that of the Tokyo company, continues the *Asahi*. Up to 1905 the capital of the company was only ¥5,000,000, but since that time it has increased its capital to ¥16,000,000 besides raising a loan of ¥3,500,000 by the issue of debentures. In other words, the capital has been quadrupled during the last eight years. Despite this fourfold increase of capital, the net profit of the company has increased only by 20 to 50 per cent, compared with the profit when the capital was a fourth of the present amount. The result has been that although the company had been paying a regular dividend of 10 per cent in the past, no dividend at all was declared for the second half of 1906. Last year business was very prosperous, yet the company was barely able to declare a dividend of 6 per cent, and in the present condition of business it will probably be very difficult for the company to maintain even the rate of dividend. Notwithstanding the large amount of subsidy received, the Osaka Shosen Kaisha is no better off or even worse—than the Nippon Yusen Kaisha.

The Toyo Kisen Kaisha is placed in similar circumstances. Despite the fact that the shipping subsidies make an annual drain on the national coffers, the business of the protected companies is steadily going from bad to worse, besides at the same time injuring the interests of unprotected ships and generally interfering with the free development of the shipping industry in this country. All this, it is contended, concludes the *Asahi*, to the defective working of the subsidy laws, which require urgent amendment so as to cut down the expenditure to a more reasonable figure, and also to achieve the ends aimed at by the State in granting these sums of money to the shipping companies.—*Japan Chronicle*

LAWN BOWLS.

POLICE CONSTABLES VS. SERGEANTS.

On the afternoon of the 2nd inst., at Happy Valley, a very interesting match was played between the Sergeants and Constables of the Hongkong Police Force. The game was a level one, resulting in a win for the Constables by one point.

The results are as under:—

P.O.'s team—Ogg (skip), Glendinning, Bell and Stuart.

Sergeants' team—J. J. Watt (skip), G. Sim, W. Kent and A. Wilson.

THE IMPORT TRADE.

OUTLOOK IN SHANGHAI.

One of our local contemporaries published an article recently dealing with the import trade; some excellent ideas and much useful information were given, but one rather serious error was made: it was stated that the old heavy stocks of nearly all articles had been slowly but almost entirely cleared. China was compared to a convalescent who had passed through the crisis. While it is not desirable to repeat the old conditions in an unduly gloomy light, the reverse would be equally harmful for Home papers are always ready to reproduce extracts from newspapers in the Far East. The consequence of an article, such as the one referred to, might be that a batch of commercial travellers at once would be sent here where they will not be needed for many months at least. The fact is that the stocks in Shanghai are approximately sufficient for eight months; with goods held in the interior and those about to arrive added, there would be no danger of any real shortage occurring even if no fresh orders were given until next May.

During the last year the statement has been made and published several times that importers considered a ten months' supply was not too heavy for such a market as ours. One importer went so far as to say that short stocks (say two months) would be a real danger, and famine prices the consequence. Experience does not support that view; but if such a contingency were possible what a great opportunity would be presented for the piece goods firms to recoup the heavy losses of 1907-8. But why should the Shanghai market be more able to carry heavy stocks than markets elsewhere? Shanghai is not a place where large stocks are consumed; it is a distributing centre; its business is to supply to all the small markets the goods required. The ideal state of affairs would be to carry no stocks at all, but to transfer all available goods to the interior. Like most ideal states it is impossible, although the requirements of the consuming centres are fairly regular. Demand occurs at the two seasons when new summer and new winter clothing are required. It would be impossible to regulate imports on a perfect basis, because the business is done by so many people working independently; consequently there always will be a certain amount of stocks not wanted at the moment. And these ought to be kept at small as possible, in view of the fluctuating currency. With a drop in silver such as we are now experiencing only a decided scarcity of goods could rule prices up to a payable basis. Large stocks of goods settled at a higher rate will make imports for months or years the sale of new goods of the same level which have to be settled at much lower rates. Thus when importers must sell (which is always the case with some home) disasters are the natural consequence. It would not be going too far, perhaps, to say that all markets in the world those of China in general and Shanghai in particular are the least able to carry heavy stocks.

The question then arises as to what method could be adopted to prevent accumulations of stocks. More than one attempt has been made by importers to arrive at a satisfactory arrangement, but none has been deduced, so far. Bargain money for new orders cannot be obtained. For the very best Chinese home are neither willing nor able to pay bargain money and foreign merchants are always quite ready to book their orders. At the present time all the second and third-class dealers, being bankrupt, are not likely to cause much trouble in the future unless absolute carelessness is shown in dealing with them.

The new system—if one can be evolved—must be a natural consequence of present conditions; for foreign banks and exporters at home have had a lesson that ought to make them more careful, too, in the future. There are from ten to twenty reliable Chinese dealers left in the market; they will give their orders to some of the hundred or more importers, and the foreign goods which do not participate in the second and third-class dealers' piece goods trade or carry on speculation. It remains, therefore, for importers, whether they import goods for Chinese or on their own account, to watch the market closely and not to order any goods that cannot be disposed of beyond doubt, on arrival. To be able to do this both knowledge of the details of the market requirements and judgment are necessary; and without these qualifications no one can expect to carry on trade successfully in this market, and avoid becoming the prey of travellers, compradors' shroffs and weak dealers. The one thing, we may reiterate, is to avoid accumulations of stocks. Shanghai cannot carry stocks on account of the currency.—*N. G. D. News*

BANGKOK-HONGKONG TRADE.

UNPRECEDENTED STAGNATION.

There are fifteen berths shown on the plan of the Bangkok harbour situated midstream between the premises of Messrs. the Borneo Co., Ltd. and the Bangkok Bank. There are now all occupied by steamers which have arrived here during the month, says the *Siam Observer* of 11th ult. Such a state of things is not a matter of daily occurrence. All these vessels are waiting to take cargo and most of them are ships on the Bangkok-Hongkong trade. Some of these steamers have been more than a day in the port.

The *s.s. Samien*, which arrived to-day, has taken the last berth down the river just above Bangkok. Her agent, Mr. J. H. Dwyer, is at anchor below Bangkok.

We learn that it is probable that most of these ships will have to remain here between two and three weeks before they can get sufficient cargo for leaving.

The steamers *Solo* and *Frya* which left for Singapore yesterday were not able to take full cargo. The holds of these ships were only about three quarters full.

There is no doubt that there is a marked stagnation in the trade of Bangkok. As a result of the competition has been keen.

Freight to Singapore which was 23 dollar cents, before, has fallen to 15 which is a low rate. Chinese firms were, we learn, the first to reduce the rate. They lowered it to 17 1/2 cents per picul.

The freight for Hongkong has similarly fallen from about 30 cents to 25 cents.

The above freights include lighterage from Bangkok Harbour to the outer anchorage at Anglin and Kohsichang which is 7 cents per picul.

RETURNS OF THE AVERAGE AMOUNT OF BANKNOTES IN CIRCULATION AND OF SPECIE IN RESERVE IN HONGKONG, DURING THE MONTH ENDED 30TH SEPTEMBER, 1908, AS CERTIFIED BY THE MANAGERS OF THE RESPECTIVE BANKS:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China, Hongkong and Shanghai Banking Corporation Limited.	\$3,935,775	\$2,900,000
National Bank of China Limited.	15,519,673	10,000,000
Total.	\$19,455,448	\$12,900,000

THE PRESIDENTIAL CAMPAIGN.

Although the two principal American Conventions had nominated their candidates nearly three months ago the presidential campaign did not fairly open till the beginning of the present month. The intervening weeks have seen the Conventions of three minor parties. Of these the Prohibitionist nomination is interesting; since, although the party has no chance of securing Mr. E. W. Chaffin's return, the fact that it could set a candidate before the country is evidence of the great progress that prohibition has made during recent years in America; no less than a third of the United States is said to be now subject to prohibition laws. The Socialist-Labour party brought itself into deserved ridicule by nominating a man who was actually serving a term of imprisonment, and hence was disqualified even if he had been otherwise at liberty to stand for election. Of the Independent Democrats, who under Mr. W. R. Hearst's energetic supervision, obediently nominated Mr. T. Higgen, a Massachusetts merchant, and Mr. J. T. Graves, editor of one of Mr. Hearst's papers, we shall speak presently. Meanwhile neither Mr. Taft nor Mr. Bryan has been idle. The former has been spending a nominal holiday at Hot Springs, Virginia, during which he laid himself out to win the Southern vote with such good purpose that he brought away with him the promise of strong support in West Virginia, and a Jovian cup presented by the people of Hot Springs. Within a few days from now he will set out on a four weeks' tour to stump the country. Mr. Bryan certainly has had enough to occupy him in endeavouring to reconcile the conflicting elements in his own party. For when the rejected candidates of the Republican Convention have since fallen into line behind Mr. Taft, Mr. Bryan who had no serious rival for the Democratic nomination, would appear nevertheless to have met with considerable opposition in the party, of which opposition the chief section consists of the Cleveland wing headed by Senator Alton Parker. Mr. Gompers, the Labour leader, has declared emphatically for Mr. Bryan. But the Labour party as a whole is by no means united in this adherence; and to the end of September Mr. Bryan like his rival on the eve of starting to tour the country in pursuit partly of the Labour party, partly of the negro vote. One thing however is clear; that if the Democratic leader has had obstacles to overcome where they are the most difficult to meet, his prospects with the country at large have certainly improved. In the State elections of Vermont which have invariably indicated the trend of the greater campaign, the Republican majority was reduced to 28,000, the smallest majority known in any presidential election year since 1892; while in Maine the Republican Governor was returned by a plurality of 18,000 votes only a drop of 20,000 since the time in which Mr. Roosevelt contested the Presidency. Finally we are told of alarm at the growth of feeling in Mr. Bryan's favour in New York, without which State it has always been known that the Democratic candidate could never hope to rival the Republican. It would be rash to prophesy from these events and surmises. The only safe deduction is that Mr. Bryan has materially lowered the chances against him; and as nothing succeeds like success, it is found that the fact of his having thus suffered defeat in past years, which was one of the chief arguments against him, is now a success has now begun to tell in his favour. To be twice defeated and yet to face battle undiminished is a strong argument with the people *en masse*, more governed by sentiment than by reason. More than this Mr. Bryan enjoys the obvious advantage, in political warfare, of being the one to attack while Mr. Taft must remain to some extent on the defensive. When the position of the two candidates in this Mr. Bryan has the additional strength of being an experienced campaigner and a terse and able speaker, whereas it is complained that Mr. Taft's speeches, that they grow more and more ponderous, and the course of his career has given him but little experience of American political workings. Should Mr. Taft reach the White House, his inexperience tells in his favour since he will be the less biased by considerations of caucus and party feeling. But in the preliminary campaign he loses not a little in comparison with his practised and agile opponent. Mr. Bryan has already scored one notable point by the speech at Des Moines, in which he attacked the tariff question. Both the war of interest was shown yesterday in the earlier pretence of aloofness from Mr. Taft's intention to make a personal appeal to the Labour party for its support; while later telegrams indicate that he has practically taken over the control of Mr. Taft's campaign. But the whole course of the fight has been thrown, at least temporarily, into confusion, by Mr. W. R. Hearst's sensational revelations of the number of prominent men of both parties who have allowed themselves to finger gold of the Trusts. Hitherto the Republicans would appear to have suffered worst by the disclosure. Senator Foraker has been thrown overboard, although the effect of this move is said to have been marred by Mr. Taft's subsequent reconciliation with him; and the President has issued a statement admitting the correctness of Mr. Hearst's statements. Mr. Bryan made some show of fight on behalf of Mr. C. N. Haskell, Treasurer of the Democratic party's funds; but, as one of our telegrams informed us yesterday, the Treasurer has had to go. On the whole, however, before such charges in the past, because it was the only practicable policy; but it must have been a strong temptation to ignore them altogether. Neither party can have failed to see that Mr. Hearst's playing entirely or his own hand. Indeed from all that is known of him it is difficult to avoid the suspicion that he cares little for the ethics of the question he has raised, so long as he may blacken the characters of Republicans and Democrats alike for the possible benefit of the Independent Democratic party which he practically created. At one time it was supposed that Mr. Hearst might run for the Presidency himself. Possibly the recollection of his defeat when contesting the majority of New York may have influenced him to be content in securing the nomination of two of his creatures. By that nomination, however, he claims to have reduced the number of Mr. Bryan's adherents by anything between 600,000 and 1,000,000, and probably hopes by his recent disclosures to work equal havoc in the Republican ranks. What he has yet to prove is that either Mr. Taft or Mr. Bryan is in any way implicated, and the aptitude for honesty of both candidates should weigh considerably more with American electors than the guilt of some of their followers.—*N. G. D. News*

MONUMENTS IN CHINA.

Two handsome gilt bronze lions ornament the plan in front of the Tai-wei, in the Zoological Garden outside the Shi-Chia men at Peking. A curious story is connected with them. According to official reports these lions, the property of a temple in the western hills, were buried in 1860 on the approach of the Allied Troops to the Summer Palace. Some time after the operations of the Allied Troops in 1900 foreigners learned of the existence of these sculptures and through the connivance of Chinese endeavoured to get possession of them. The matter was brought to the attention of an official of the foreign office who rescued them. After more than forty years of burial the gilt has nearly disappeared but they are splendid objects and are of a more realistic sculpture than the lion and tiger sculptures commonly seen in China. They are said to be Indian. They remain to be accurately identified.

At a small village on the Yellow River near the Li-han railway crossing are being dug up from time to time large hollow bricks, measuring three and one-half or four feet in length by 18 inches or 20 inches wide and 5 inches thick. When struck they give out a mellow ringing sound and are called by the natives musical stand bricks. They are believed by them to have two holes about 2 1/2 or 3 inches in diameter in each and which might have been for joining them together. They are ornamented with a geometrical pattern on the face and appear to have been used as a seal. Chinese antiquaries who have interested themselves in these bricks assign no date to them but suppose them to be relics of some ancient palace. They are very fine and specimens sent to Peking are in perfect preservation. Some are larger than those described. A metropolitan official has two of these smaller ones in his house in Peking and two larger ones at Tientsin.

The respect, existing amongst the Chinese for ancient and holy things explains the remarkable preservation of many monuments in China. Much however has been lost in the common utility and monuments of rare value often disappear into walls and foundations or are broken up. The Chinese have therefore found it necessary to rescue their monuments.

The ancient seats of learning in China contributed to the preservation of antiquities. At Peking-fu, in the celebrated provincial college destroyed by French soldiers in 1901 was a collection of ancient stone monuments. It was in one of the few structures left standing after the troops had finished the 1900-camp fires. In the Confucius temple at Peking are preserved the famous stone drums of hallowed age.

EVIDENCE THAT THE CHINESE TREASURE ANTIQUITIES.

Edkins says:—"Part of the stones of the white Pagoda hill in the I-ho-yuan or Hai-yuan in Peking were brought from a mountain in Honan province by the Kin Tartars. A large urn of earthenware for fish—a relic of the Mongol period 2 feet 5 inches—in the I-ho-yuan was lost, but later recovered from a palace temple in the west city where its value was unknown and where it was used as a vegetable receptacle. It was bought by the Emperor for 100 taels." At another building in the Hai-yuan are eleven bells of the Chow dynasty found buried in the earth in Kiangsi province in the middle of the 19th century and consequently about 2,000 years old.

CHINESE VANDALISM.

One of the metropolitan officials who resides near the Summer Palace during the sojourn of the Court at Wan-Shou-Shan discovered this summer a large tomb just behind his villa. It was one of the Ming dynasty and was the burial place of a eunuch. As it had a good deal of fine sculptured marble about it was believed to be the tomb of a head eunuch. The marble such as is dug out of the Western hills was curiously chipped and broken in a wholesale manner. Upon inquiry it was found that peasants came very early in the morning, gathered chips from these marbles and pulverized them to adulterate flour. Asked why they did not use lime stone or some other stone, and not spoil fine monuments, they answered that other stone was not the right colour—only the gravestone marble could be used without being detected.

Edkins says of this white marble that it is called "hang-pai-yu," an excellent stone for architectural purposes and for the rough sculpturing of the Chinese masons, but, not fine and hard enough for European sculpture.—*Shanghai Mercury*

A NAVAL WEDDING.

It is some years since a naval wedding has taken place in Shanghai, and therefore a great deal of interest was shown yesterday in the marriage of the Rev. A. H. Pitt, Chaplain of H.M.S. *Flores*, to Miss M. E. Pelly, who came out here to join the Municipal nursing staff about three years ago, reports the *N. C. D. News* of 26th ult. The interior of the Church was simply, but effectively decorated, and the uniforms of the bridegroom's naval colleagues added a bright touch of colour to the scene. Very few seats in the nave were unoccupied when the bridal coach drove up to the porch. Preceded by the choir, and four clergy, the bride entered the Cathedral on the arm of Mr. Duncan McNeill, and she was attended by two charming little train-bearers, and one small bridesmaid. The hymn "We love the Place, O Lord" was sung as the bridal procession moved up the nave. Four clergy, the Revs. R. G. Winning, F. Ferry, H. M. Trickett and C. J. F. Symons, assisted in the service, which was fully choral. Before the final benediction and exhortation, "The Voice That Breathed O'er Eden" was sung. The most picturesque part of the ceremony, however, took place at Mr. and Mrs. Pitt left the vestry. While they were signing the Register, the officers of British warships in port, and the warrant officers and detachments of blue-jackets from H.M.S. *Flores* lined both sides of the nave, and the bride and bridegroom walked down the flower-strewn aisle under a glittering arch of crossed swords.

The reception, which was very largely attended, took place at the Municipal Hospital in Range Road. After photographs had been taken of the principals and guests, the health of the newly married pair was proposed by the Rev. F. Ferry. The bridegroom responded briefly, and then fell to his best man, Dr. W. S. H. Requirer, to propose the toast of the bridesmaids. For them, Lieut. G. F. Skinner replied, and the final toast, that of the hostess, was proposed in a witty speech by Captain Rowland Nugent. The presents were on view in an adjoining room, and among many beautiful gifts the most noticeable were a silver tea set from the officers of H.M.S. *Flores*, and a silver kettle from the bride's colleagues on the nursing staff.

The bride wore a dress of white silk crepe, beautifully embroidered and trimmed with black lace and silver. She wore a court train of figured crepe, and a wreath of orange blossom and a net veil, and carried a bouquet of white carnations. Miss Marjorie Price, her little bridesmaid, wore a charming frock of white muslin, trimmed with lace and blue ribbon, with a spray of blue forget-me-nots in her hair. The diminutive train-bearers, Misses Ada Alger and Mary Phillips, also wore white muslin dresses trimmed with blue ribbon, and little lace caps with rosettes of blue ribbon. It should be mentioned that the organ, which has been under repair for some weeks, had reached a sufficiently advanced stage for use by Mr. Pullen on this occasion.

CHINESE FINANCE.

The prospects of real reform in China continue to improve as long as the present "paper" movement without provoking any serious reactionary setback. Already it is clear that reform talk is *de rigueur* among all classes, and it may be doubted whether any official, however highly placed, would venture a straight-forward denunciation of the movement. The *Tarbo* shows little inclination to follow the example of Sultan Abdul Hamid, by basing an experiment in immediate representative government for which China is eminently less fitted than Turkey; and if the liberal elements in the country refrain from "forcing the pace," actual progress in the preliminaries to reform may gradually be achieved. At present the advocates of reform have found no means for co-operation to the extent that enabled the Young Turkish Party to avail itself as an organization of the sweeping concessions suddenly granted from Yildiz Kiosk. In some respects the lack of cohesion among Chinese reformers is fortunate, for it marks upon the possibility of that proceeding action, which at the present juncture might compromise the cause. At the same time, the absence of an organized progressive party in China must prolong indefinitely the period during which the country will be striving after reform without method and without result. The institution of provincial assemblies, if carried into effect, may create the nucleus of a party, which, by its numerical strength and political intelligence, will for itself a voice in national affairs. Till such a party exists, the work of reform bids fair to remain in its present inchoate condition, relying on the disjointed efforts of a few individuals, whose influence, in existing circumstances, is essentially precarious, while their capacity for initiating a practical programme of national reorganization is limited by inexperience.

In no particular does China feel her lack of practical statesmanship more than in regard to the question of finance. It is open to the head of the State, the Imperial Department of State to acquaint himself with an outline of Western methods of conducting his special business and he will have no difficulty in drafting a scheme of eminently practical reforms on those lines for submission to the Throne. In most instances his claim to fame will rest on this one act, for it is improbable that he will be called upon to carry his scheme into execution. With the would-be reorganizer of Chinese finance the position is entirely different. It is not merely a question of breaking down tradition, but the far more serious consideration of having to strike at the very foundation of all existing methods of administration that deter him. Nevertheless his work must precede any attempt to effect real reforms in other Departments. To-day we see a large number of admirable reforms outlined in memorials, but until there is money in the Imperial Treasury with which to carry them through they can have no existence except on paper. At every turn China is feeling the stringency of her finances. The most crying need of the country, education, the need for land funds for the support of the masses of population; for in this one direction foreign assistance would not be rejected, if money were forthcoming to procure it. In regard to other requirements—communications, the army and navy, industries—all as educative in their ways as schools—prejudice against foreign capital acts as an additional deterrent, for the necessary money does not require to be raised locally. Gradually, however, the Chinese themselves are realizing that foreign capital is capable of judicious exploitation without danger to "sovereign rights." Big railway loans are being placed abroad in spite of patriotic protests, and our Wanchang correspondent speaks of a possible accommodation from a foreign bank for such an unproductive purpose as manoeuvres. But sooner or later foreign capital will be closed to China, unless she is capable of producing within her own borders commodities that will pay for this steady stream of imports.

At things are to-day China's main exports are the products of an expenditure of human labour that leaves little margin for the accumulation of capital. Very different would her position be, if she could exploit one large scale the vast mineral resources that lie undeveloped beneath her soil. The ignorance of her people, the indifference of her officials and the hostility of both to foreign enterprise prevent such exploitation. Here then lies the root of all reform, the removal of this prejudice against foreigners, for it affects the financial stability of the Empire, without which no real reform is possible. If Great Britain at this time amends her Patent Laws with the deliberate intention of compelling foreign firms to invest manufacturing plants in her territory on British soil, certainly China has no need to fear the employment of foreign capital under the restrictions that she is now able to impose. Until her prejudices are removed, there can be little hope for the military expansion and naval reorganization without which, she has decided, her claim to recognition in the family of modern Powers will carry no weight. It would be well, then, if the advocates of reform could concentrate their intelligence on that influence on this question of finance. The theory of the "problem" presents few difficulties, but to put it into practice arouse the keenest opposition. Among the first things to be abolished must be the system of *li-kien*, which not only banisters existing trade throughout the Empire, but checks further development. Above all the vast difference in amount between the taxes paid by the people and the official revenue of the country must be eliminated, and here we touch the very essence of Chinese officialdom. The task of a financial reformer will prove no light one. It should, however, be remembered that the reform should form the first subject of study and joint consideration among an organized body of Chinese reformers.—*N. C. D. News*

THE SINO-SIAMER STEAM NAVIGATION CO.

We learn that a meeting of the promoters of the Sino-Siamer Steam Navigation Co. was held at the house of Liang Seng yesterday (Sept. 15) when a report was made in connection with the present position of affairs. This was practically what was reported before, namely that of the 300,000 shares of Ticals to each subscription have been received for 160,000 shares upon which the first call of 40 per cent. has been paid. The main question before the meeting yesterday was whether they should write off the rest of the shares were underwritten or proceed at once to apply for a charter. The feeling of the meeting was manifestly in favour of an immediate application for a charter. It is hoped that as soon as this is done and shares publicly called for that the rest of the capital necessary will be forthcoming.—*Siam Observer*

THE date of the trial of the libel action, at Shanghai, in which Mr. Henry O'Brien is the defendant, has been fixed for October 20th, which, by the way, is also the date for the Interpol conference between Hongkong and Shanghai. The jury in the libel case will include Mr. and Mrs. W. S. H. Requirer, and Mr. G. F. Skinner.

A LOCAL SOLICITOR.

MR. LEO D'ALMEIDA'S SUCCESS.

Mr. Leonardo d'Almeida e Castro, of the firm of Messrs. Goldring, Barlow and Morrell, was the recipient of numerous and hearty congratulations from his large circle of friends and from the entire body of the legal profession, when it became known that the Supreme Court last Wednesday morning had successfully passed his recent nomination as a solicitor and proctor of the Supreme Court of Hongkong. All the more credit is due to this young and promising Portuguese gentleman in that, born of a prominent Portuguese family in Hongkong, he pursued his early education entirely in the Colony, and subsequently acquired his practice and training to qualify himself for the Bar also in the Colony. His elementary education was acquired at the University of the late Mr. C. J. Bateman, and after pursuing a brief course of secondary instruction, Mr. d'Almeida, at an early age secured an appointment with Government as junior clerk in the Colonial Secretary's Office, where his uncle, the late Mr. L. d'Almeida Castro, and father, Mr. J. M. d'Almeida e Castro, respectively served with considerable distinction in the earlier days of the Colony.

After the death of Mr. L. d'Almeida, senior, Sir John Smale, then Chief Justice, moved the following resolution in the Legislative Council on 23rd February, 1917:—"That this Council greatly regret the death of Leonardo d'Almeida e Castro, Esq., the oldest public servant in this Colony, who, having in 1856 entered the service of the Crown in the Office of the Superintendent of British Trade in China, was since Mr. 1867 Clerk of the Council and since Mr. 1871 Clerk of the Colonial Secretary. The Council cordially records its high estimate of his public services in these important offices, the duties of which he discharged faithfully and with great ability, assiduity and discretion, and expressing its appreciation of the private worth of the deceased, it offers its condolence to his widow and family."

The younger Mr. L. d'Almeida, by his inherent talent, could not be destined to a career of quill-driving. Upon the first temporary vacancy occurring in the Supreme Court, he asked to be transferred and during March 1896 acted as second clerk of the Court and clerk to the Puisne Judge. Returning to the Secretariat in April 1899, he was promoted to the Land Office five years later, when he rose rapidly in the Public Service. His record is, as follows:—Seventh Clerk, Treasury, April, 1897; Fourth Clerk, November same year. In January, 1899, Mr. d'Almeida was appointed second clerk of the Court and clerk to the Puisne Judge, and by May 1900 had attained to the first clerkship and clerk to the Chief Justice. He worked under three successive Judges, viz. Sir Fielding Clarke, Sir John Carrington and Sir William M. Gooden. When Government appointed a Committee to inquire into the advisability of introducing a Bill for the registration of attorneys in Chinese firms, Mr. d'Almeida received the appointment as secretary to the Committee. In September, 1921, he acted in a similar capacity to the Commission which investigated the question of private chair and ricksha coolies. He performed the secretarial duties to the entire satisfaction of the members of the Commissions and of the Government who awarded an honorarium in each case for special services.

The present Code of Civil Procedure was prepared at considerable labor by Sir John Carrington, a former Chief Justice, and that difficult task the young aspirant to legal fame was fortunate enough to be placed in the position to collaborate with his Chief, for which services he received from the eminent compiler a specially bound copy of the Code with the following autograph inscription:—"In acknowledgment of valuable assistance rendered in the preparation of the work." For two years, during 1921 and 1922, he also assisted Sir John Carrington under the Statute Law Revision Commission, and he thus became qualified to compile the Table of Orders and Rules of the Supreme Court of Judicature in England corresponding with the sections and sub-sections of the Hongkong Code of Civil Procedure, which he duly published and is of much use to the Judges, the officers of the Court and the legal profession practicing in the Colony.

On the 31st July, 1923, Mr. Leo d'Almeida e Castro resigned the Government service and took up his studies with Mr. Brutton, solicitor, which was subsequently assigned to Mr. P. W. Goldring. The successful candidate for legal honors was understood to continue his connection with the firm of Messrs. Goldring, Barlow and Morrell. We wish him a long and prosperous career.

WRONGFUL ARREST ON BRITISH SHIPS.

It will be remembered that a little while ago the Foochow Magistrate had several criminals arrested on board a British vessel without first notifying the British Consul and without having the warrant signed by him. The matter has been the subject of protracted negotiations between the Walupu and the British Minister in Peking, but a satisfactory settlement seems to be within sight now. The Co-Director of the Bureau of Foreign Affairs at Foochow has proposed, with the approval of the Viceroy of the Minche Provinces, that a suitable apology be sent to the British authorities.—*Shanghai Times.*

A WOOD FANCIER IN TROUBLE.

—THIEF IMAGINES HIMSELF AN EXPERT.

There have been so many cases of chicken and cat stealing of late, that those who happened to be at the Police Court this morning were somewhat relieved to find the activities of the wily Chinaman diverted to that poetic material called wood. Li Kwok, for that is the name of our hero, was placed before Mr. J. H. Kemp on a charge of stealing a quantity of teak-wood, valued at \$50, the property of Kwong Hip Loong, of ship-building fame. Li is a shopkeeper by profession and resides at 77, Station Street South. Yesterday, something came into his head to make himself rich quickly and he therefore lost no time in repainting the beach at Yau-mai, where the timber was stored. No sooner had he arrived on the scene, than he commenced operations. The rest of the story can easily be guessed, for the miscreant nearly jumped out of his skin when he felt the heavy hand of the law placed on his shoulder. This morning, Mr. Kemp, the presiding magistrate, in the course of the proceedings, casually remarked that the value of the wood was at least between \$50 and \$70, when Li had the temerity of contradicting his Worship by offering his valuable opinion that the price of the wood was not a whit more than \$30, majestically asserting that he was a dealer in timber himself. The magistrate, however, did not deem it wise to place much weight on Li's statement, and so one was more surprised than Li himself when it was intimated that the defendant would be committed to prison.

CANTON INSURANCE OFFICE, LD.

ANNUAL REPORT.

The report for presentation to the shareholders at the twenty-seventh ordinary meeting, to be held at the offices of the company, on Friday, 23rd inst., at noon, reads:—
The general agents and controlling committee beg to submit to the shareholders the final accounts for the year 1935.
1935 ACCOUNT.
The amount standing to the credit of this account is \$22,671.13, out of which it is proposed to carry \$38,671.13 to the credit of underwriting suspense account, which will then stand at \$411,990.07, and to pay a dividend of \$14 per share absorbing \$140,000.
CONSULTING COMMITTEE.
The Hon. Sir Paul Chater, C.M.G., and Messrs. F. H. Holland, C. C. Moxon, E. Stelling and H. P. White retire, but being eligible, offer themselves for re-election.
AUDITORS.
The accounts have been audited by Messrs. W. Hutton Potts and H. Percy Smith, F.C.A., who, being eligible, offer themselves for re-election.
JARDINE, MATHESON & CO., LD.,
General Agents.

STATEMENT OF ACCOUNT FOR THE YEAR 1935.
Liabilities.
Capital, 10,000 shares of \$50 each—\$500,000 of which \$50 per share has been paid up... \$500,000.00
Reserve fund... 1,500,000.00
Re-insurance fund... 237,577.05
Underwriting suspense account... 29,189.94
Outstanding dividends... 11,344.00
Accounts payable... 228,742.96
Balance of working account, 1935... \$22,671.13
Assets.
Cash, on current account with Hongkong & Shanghai Banking Corporation... 45,371.94
Fixed deposits, with banks in Hongkong... 225,000.00
Mortgages on property in Hongkong and Shanghai... 2,154,528.52
Shanghai and Hongkong Wharf and Godown Co., Ltd., debentures... 66,666.67
Shanghai Club debentures... 13,333.33
Chinese Imperial Government Loan, 1886... 39,073.24
United States Bonds, 4% Loan, (1915)... 400,000.00
Japanese Government Gold Loan, Japanese Government Deposit, Col. India Bonds, \$5,000,000, Imperial Bonds... 25,093.15
War Bonds... 14,791.36
92,850.55
\$3,084,734.08

WORKING ACCOUNT, 1935.
Losses and claims paid... \$1,238,836.93
Charges, including directors', auditors' and survey fees, agents' expenses, &c... 79,232.61
Commissions... 132,010.64
Exchange... 1,848.88
Balance at above... \$22,671.13
Net Premium received, less returns and re-insurances... \$1,558,477.54
Interest... 216,104.67
Transfer Fees... 37.00
\$1,774,619.21
JARDINE, MATHESON & CO., LD.,
General Agents.

ANTI-OPIMUM TABLOIDS.
Dr. W. Graham Aspland, Peking, writes to the *China Times*:—"Kindly allow me to appeal through the medium of your paper to a certain class of business-men in China and to the public generally, upon the question of 'Anti-Opium Tabloids.' I am urged to this the more from the fact that I have just had under my treatment a big official of one of the Chinese Boards for the cure of opium smoking, but of 'Anti-Opium Tabloids' which he commenced to take a year ago. These tabloids, like many others I have examined, contain morphia in large doses, and, alas for the nation to which I belong, they are sold and prepared by British firm doing both wholesale and retail business here in China. How many tons of morphia tabloids are being sold in China at this present moment I would not like to venture to guess, but I am prepared to believe it is appalling. I am prepared to admit, what has been often stated of old, that companies and corporations have neither conscience nor soul, so that publicity of facts is all one can aim at, until the Chinese themselves can be roused to take some action. Even in remote country villages morphia tabloids and hypodermic syringes are frequently seen, and a condition of things which is a disgrace to the nation. I know to buy daily a dram bottle of Japanese morphia (60 grains) imperatively calls for restriction if not prohibition. There can be no extenuating circumstances associated with the sale of these 'Anti-Opium Tabloids' for I have not found one that contained any antidotal drug—any stimulant, or tonic ingredients, but simply morphia made into a tablet with ordinary household flour, so that the sale is not accompanied with any honest intention of relieving the suffering but finding that there is a big market for morphia under the name of 'Anti-Opium' tabloids and powder, foreign trading companies, who do so trade in arms and ammunition, follow this lucrative one under the heading of benefactors. May I quote from the recent editorial of the *China Medical Journal*, for what is there said regarding 'Patent Medicines' can more forcibly be applied to Anti-Opium Tabloids:—'Opium is subtly bad, but the trade in Patent Medicines' reeks with filth and stinks to heaven with its gross and abominable selfishness. Immoral, like the rape of innocent and defenceless women, it prey upon the helpless, the ignorant, and pollutes them. Greedy, unscrupulous, pitiless, plausible, it gathers in its arms the great company of the feeble ones and slowly robs and poisons them. The press grows fat on it... Church papers make two ends meet there—the end of finance and tail end of morals. Even the little minded doctor is flattered by the attentions of the drummer, and prescribes he knows not what for the disease he knows not where. This grinding horror is feeling its way to the pockets and stomachs of the millions of China. At the same time the Chinese are the great race of medicine-takers on the face of the whole earth. China is at present the very 'easiest thing' that the patent medicine trade has ever struck, and that is saying a great deal. And not only is the best and the worst of the original foreign tribe of patent horrors upon the market, but something even worse than that—the abundant Japanese imitation and attempt at the original horror. Now when a Chinese is guaranteed to cure positively an absolutely incurable disease, and this fact is limited and forged by a Japanese fraud, the result is good to China. We leave to fertile imaginations. We are convinced that more harm—if this thing goes on unchecked—will be done to China through patent medicines than opium has ever approached the damage."

SINGAPORE BUSINESS INTERESTS.

FINANCIAL CONDITION OF BAZAAR IMPROVING.

The *Straits Times* of 9th ult., says:—A review of the work of the Singapore Chamber of Commerce and Exchange, during the past six months, was given at the half-yearly meeting of members, yesterday afternoon. Mr. W. P. Waddell (Messrs. Boustead and Company) presided.

The Chairman said that at the last general meeting, through some omission, the auditors for the year were not appointed. He proposed that Messrs. Ewart and Company be appointed for 1936 at a remuneration of \$100.

Mr. Hans Becker seconded, and the motion was carried.

CURRENCY MATTERS.

The Chairman said: Gentlemen.—According to the agenda the business of the meeting is to inform members of what has taken place during the past six months.

During that period the same questions have been interesting as that have interested us for some time. The chief of these has been currency, and at the present time your Committee are in correspondence with Government on the subject of amending the Currency Note Ordinance of 1899.

The Currency Amendment Bill is now in the hands of a select Committee of the Legislative Council, and I am sure you will all agree that we may safely leave it in the hands of our representative to see that the public's interests are safeguarded. These suggested amendments belong of such importance to the commercial community, the Committee decided to invite all the local bankers to a special Committee meeting last month to ascertain their views on the proposed amendments, and both they and the Committee were strongly opposed to any change in the present Ordinance.

An important question of Government maintaining a substantial Gold Reserve here against their note issue, instead of in London, continues to have the Committee's close attention, and at the meeting held with the Bankers they were strongly of opinion, with one exception, that the Gold Reserve should be in the Colony.

Your Committee's attention has again been drawn to the inferior quality of the Johore gambier coming forward, and a letter was addressed to that Government on the subject, and a reply was received from the State Secretary assuring us that his Government were doing everything in its power to prevent the evil.

A special meeting of merchants interested in gambier was held in June when a resolution was unanimously agreed to that in future shippers would bind themselves to ship in uniform bales of two cwt. each.

Complaints were received from various buyers of Sarawak white pepper of the inferior quality now being received here, and the attention of that Government drawn to the complaints, and it is hoped that the condition of the article will be improved.

QUARANTINE.

Government invited the Chamber to give their views on the proposed amending Ordinance under the present Quarantine and Prevention of Disease Ordinance, and one or two amendments were suggested by the principal shipping agents.

The withdrawal of quarantine restrictions from all ports in China, on September 9, was received with satisfaction by the shipping community, and it is to be hoped that every precaution will be taken by the authorities in China to prevent the necessity of reimposing quarantine in the Straits.

The Chamber has been invited to take part in the Italian International Exhibition, in 1937, but as under the members have responded. It is long way off. I dare say we shall find some exhibits there from the Straits.

Owing to the unsatisfactory results obtained last year, the Committee have, so far, made no arrangements for holding an examination this year. The Director of Education suggested early in the year that November was the most suitable time to hold these examinations, so there is still time to do so members think it is advisable.

The new Stamp Act has been in operation for some time and various suggestions made by your Committee have been adopted by Government.

Carriage and storage of petroleum and other inflammable oil and liquids.—A draft Amendment Ordinance was forwarded by Government in April for suggestions, and your Committee availed of the opportunity by recommending slight alterations which it is hoped will be embodied in the new Ordinance.

Five members of the Chamber were appointed on June 19 as a Sub-Committee to investigate and report to the Committee of the Chamber in regard to present rates of freight from Singapore, and also to watch future rates, and to report to the Committee in regard to any changes. The Selangor Chamber of Commerce addressed us some time ago complaining of the recent increase in the rate for rubbers to London, and the matter was referred to the Conference who could not see its way to accede to the request for a reduction.

THE LOCAL BAZAAR.

Failures among the native import dealers continued, though not on such a severe scale as during the previous year, and there are signs that the financial condition of the bazaar is improving. One good feature is that the dealers have now realised the necessity of restricting credit to their buyers, which should induce a more healthy tone. Representatives of the European importing firms met together recently to discuss the possibility of restricting the period of credit at present allowed to native dealers, but though it is hoped that the discussion has paved the way for action in the near future, it was deemed inadvisable to take any action at present.

The Chairman invited questions, but no remarks were forthcoming, and the meeting closed.

PACIFIC STEAMER FREIGHTS.

PROPOSED SCALE OF CHARGES.

In a telegram to the Foreign Office dated the 22nd ultimo, Mr. Mizuno, Japanese Consul-General in New York, states that the recent conference at Seattle of steamship companies engaged in the Pacific trade is reported to have adopted the following scale of freight charges on certain classes of goods sent to and from China on through bills of lading under the new tariff which is to come into operation on and after November, next:—

Silk fabrics... \$2.25 per picul
Raw cotton... 0.40 " "
Cotton fabrics... 0.35 " "
Fur... 0.50 " "
Camphor... 0.40 " "
Porcelain... 0.75 " "
Mr. Mizuno adds that this is merely an informal decision adopted by the companies concerned. The representatives of steamship companies in New York have not yet agreed to the arrangement. The question was to be finally settled at a conference of steamship and railway companies to be held on the 13th inst.—*Japan Chronicle.*

STORM AT PENANG.

SERIOUS DAMAGE TO PROPERTY AND LOSS OF LIFE.

COAST STREWN WITH WRECKAGE.

On Friday night and Saturday morning, reports the *Straits Times* of 1st inst., Penang experienced a severe storm which caused considerable damage to property, loss of life and involved the severing of the telegraphic and telephonic communication with the Federated Malay States.

On Saturday morning, the whole coast of Province Wellesley was strewn with damaged and wrecked property, innumerable trees were blown down, and steep roofs of houses along the coast were split by the wind.

A portion of the sea-wall close to the cattle camp nearly opposite the north-west bastion of Fort Cornwallis was damaged by the heavy seas. A hole was made in the wall round the stump of a post that once formed part of the soldiers' bathing enclosure. Fortunately, about six feet behind this wall is the old wall of the glacis, and this averted further damage; but at present there is a hole in the roadway about three feet long, six feet broad, and about three feet deep. All the metal in the roadway along the Esplanade sea-front was torn up, many pieces of coping being thrown across the roadway, which was rendered almost impassable. Several sampans that were anchored off the Esplanade were swamped or broken from their moorings; while all the Kodak and other appliances running to Perlis, Setul, and other places up to the coast, which usually anchor off the Fort point, had to take shelter at the northern end of the harbour.

COMMUNICATION BROKEN.

At the Cable Station corner, says the *Penang Gazette*, a tree fell on to the telegraph and telephone wires which were nearly severed. At the spot, the aerial wires of the telegraph and telephone lines enter the cable cut, where they are connected with the submarine cables to Bagao Jermal in Province Wellesley, and thence by aerial wires to the Butterworth telegraph office and sub-telephone exchange to connect the rest of the lines in the Province and the mainland. Owing, however, to the severing of the wires at the Cable Station in Northam Road, all communication with the mainland by the Government lines was broken off, and the only way to communicate with the mainland was via the Eastern Extension Telegraph Company's cable to Malacca.

One hundred and thirty-eight telephone lines were put out of communication. Telegraphic messages by the Government Telegraphs were being sent by messengers to Butterworth for transmission.

Two deaths have been reported from Pulau Tikus. A coconut tree fell on an atap house there and crashed on to a Chinaman's head, killing him. In the other case, a Kling man went out of his house during the storm, and was found dead with his face in the mud.

SHIPPING HINDERED.

The low-lying parts of the town were inundated, and, owing to the high water spring tide at about midnight, the accumulated waters could not run off, while, to make matters worse, the heavy and continuous rain further increased the amount of water.

Bad weather was also experienced outside and in the harbour. The steam launches running between Penang and Bagao Jermal Kitchell could not approach the jetty at the latter place, while the launch service to Teluk Ayer Tawar was suspended, as well as those to Mirbow and S. Limow. The steamer *Leong Ho*, which left for Traug on Thursday, did not arrive at her destination, but passing steamers reported that she was taken shelter among the islands. Two pigs were washed overboard from a steamer—coming from Bangkok. The departure of the steamer *Chengong* for Singapore and China had to be deferred till Monday, and that of the steamer *Sailford* till the evening, owing to the difficulties of the weather and the heavy seas.

Nearly all the fishing stakes in the North Channel were either swept away or considerably damaged so as to be rendered useless.

The markets were, in consequence, entirely devoid of fish, and even prawns were difficult to obtain. "To make hay while the sun shines" the butchers raised the price of beef to almost double the usual price.

A Jangkeang, laden with about 600 bags of rice, which was alongside the Japanese steamer *Alex Mary*, disappeared with the cargo and crew, and nothing had been heard of any of them on Monday afternoon. The Jangkeang is owned by a Kling, and is insured for \$3,600.

It is believed generally that the storm was the worst that has ever been experienced in Penang.

A NEW OPENING FOR BANGKOK-HONGKONG STEAMERS.

Steamers plying between Hongkong and Bangkok have frequently suffered bad weather in the narrow channel during the months of September, November, and December. Sometimes it may happen that the vessels may run short of coal, but only in cases of extreme necessity, do they decide on calling at Tourane. This has been chiefly owing to the fact that up to the present, the proper combustible in demand was not to be had there.

Until now Tourane had nothing to offer better than an anthracite of Nong Son, or coals, which could be only burned with difficulty in the furnaces, or Hongkong coal which was sold at a higher rate.

Mr. Ed. Brizard has now acquired, shippers and skippers will be glad to hear, the Nong Son Mine, and at the same time this very enterprising gentleman has taken due measures to keep always on hand a large stock of Japanese coals.

In this case it will be very easy in future to deliver to steamers calling at sufficient supplies of anthracite coal and Japanese coal which will be equivalent to Hongkong coal, with the advantage of being much cheaper. This will afford great facility to Bangkok-Hongkong steamers for obtaining coal, being less expensive and much more economical.

As all mariners of the East know, Tourane is an important port of Annam, jutting out from the centre of French Cochinchina and Tonkin. It is becoming an important emporium of industry and commerce. A branch of the great railway line which penetrates many rich districts of the interior, has a terminus there and hence steamers that call will be sure to get cargo in the way of rice, lumber, silk, and many other products, which could be shipped to Hongkong and Bangkok with good profit. Hitherto, this trade is mainly being carried on with Singapore, Penang, and other places, but if Bangkok-Hongkong steamers make Tourane a port of call, they will be sure to do good business, besides having the advantage of securing good coal in case of need.—*Straits Free Press.*

CHINA, TIBET AND GREAT BRITAIN.

The visit of the Dalai Lama to the Chinese capital is an event of wider significance than might be gathered even from the notoriety with which the recent doings of this peculiar Pontiff have been invested in the Chinese Press. Although we shall probably be right in attributing to journalistic speculation most of the uncertainty that is supposed to have characterized the Dalai Lama's intentions lately—for his arrival in Peking coincides exactly with the date originally fixed three or more months ago—some anxiety must have prevailed among the Chinese authorities until it was known that this all too independent vassal was actually on his way to the Imperial presence. Five years ago Chinese suzerainty over Tibet could have been described as a political fiction. The Buddhist Pontiff disavowed all temporal power in addition to his spiritual authority, and this remote province of the Empire had drifted out of the control of Peking. A Chinese Ambassador, it is true, was stationed at Lhasa, but he was powerless to oppose the trend of events and did not even dare to protest when the Dalai Lama dissolved the State Council and concentrated the administration of affairs in his own person with a Russian Buddhist as his trusted adviser. Into the details of the political intrigue, then maturing there, happily, no occasion to-day to enter. The situation was well understood in Peking, but to the Dalai Lama's defections and flirtations with St. Petersburg as well as to Tibetan affairs in general it suited Chinese diplomacy to assume an air of indifference. Even when the Pontiff, as the result of Great Britain's armed intervention, sought sanctuary at Urga, a Buddhist stronghold close to the Russian border, and continued his intrigues, China, with, as it were, a prophetic instinct in her destiny, held her hand until late in the form of the Russo-Japanese War, when the Dalai Lama's hopes of restoration through the Tsar's influence. Once again a Fabian policy has stood the Chinese Government in good stead in its dealings with its more distant dependencies. Less than fifty years have passed since a Mohammedan named Yakub Beg headed a successful rebellion in Eastern Turkestan and, driving out the Chinese troops and officials, proclaimed himself Amir of Yarkund. There had been time for this potentate to receive recognition both in Calcutta and Constantinople before the Chinese Government took sufficient notice of his existence to mobilize an army for the recovery of its lost province. These were days, however, of slow travel, and the army, being entirely without commissariat, had to halt on its journey while the grain necessary for its subsistence was sown and reaped. By the time it had reached the vicinity of Yarkund the Amir had been gathered to his fathers, many of the evicted Chinese officials had returned, pitched battles for the succession were being fought, the people of the province were quite ready to exchange Mussulman autonomy for the gentler absolutism of the Son of Heaven, and with little or no campaigning Chinese hegemony was restored to Eastern Turkestan.

With even less effort has China come again to her own in Tibet. As soon as the Ambassador at Lhasa refused to be a signatory to the Young-husband treaty and thus paved the way for Peking diplomacy, we adopted a policy entailing the tacit admission that Celestial suzerainty was by no means a negligible quantity. The Chinese authorities have not been slow to profit by British magnanimity. Without this all-important factor it is improbable that the Dalai Lama could have been induced to visit the Chinese capital. As things are, he enters it with all the pomp and circumstance befitting the High Prince of the Buddhist religion, with due recognition of the influence and authority that his position gives him in Tibet, but at the same time in complete acknowledgment of his temporal dependence to the Emperor of China. Nominally he is to be consulted in regard to the reorganization of his country; but neither guest nor host is oblivious to the fact that the visit to Peking constitutes the outward sign of the Dalai Lama's formal submission. When the long distance between Lhasa and Peking separates him from his overlord, he may once more seek to re-cover lost ground and be encouraged in so doing by his army of followers among whom his name is yet a power to conjure with, alike in things spiritual and temporal. The circumstances that now obtain in Tibet, however, will be less favourable for such intrigues than in 1904. In the interval China has made an effort to re-establish her authority over the country, and, although the matter of reorganization has not yet passed beyond the "paper" stage and there may have little to show in the way of practical steps to assert her position, it is evident that the spirit which actuates both the Resident at Lhasa and the Chinese officials throughout the territory differs greatly from the pusillanimous and temporizing attitude of former Ambassadors. Apart, however, from the possible sincerity or insincerity of China's unaided attempts to reorganize Tibet, she has now to reckon with incentives to action that are to be found in the provisions of the Anglo-Tibetan Trade Treaty signed in Calcutta on April 20. While that agreement secures for Great Britain the minimum right to interfere in the internal affairs of Tibet, it provides for the maintenance of the remaining indications of British occupation until such time as China has shown herself capable of replacing these by orderly and enlightened administration. It is unlikely, therefore, that the Chinese officials in the protectorate will allow the proposed reorganization to remain a dead letter without persistent efforts to galvanize the Central Government to action.

If it were not for the fact that China will find much in Tibet to remind her that her hegemony is to-day over the territory is due solely to Great Britain's policy, the whole course of events terminating in the Anglo-Tibetan Trade Regulations might be termed a diplomatic fiasco. Those regulations are our main asset in the country; but while their value depends entirely upon Tibetan goodwill, it is clear that our position is considerably stronger than it was in 1893 when similar regulations were drawn up—the wholly inadequate observance of which by the Tibetan authorities was one of the grounds for the expedition of 1904. We stand upon a little in the way of the interference in temporal matters of the Dalai Lama as of Chinese indifference to Tibetan progress. Our interests in the protectorate have been shown to be purely commercial, and the course of events in the last two years has proved that neither Tibetans nor Chinese are blind to the benefits to be derived by them from the furtherance of these interests. Indian trade with Tibet during the past year has shown many satisfactory indications of future development. The export of tea amounts to thirty million pounds annually, and with the grain and piece-goods trade is capable of still further expansion, while the wants of the Tibetans are continually finding expression in additions to the long list of calligraphic goods that already make their way across the border. In return there is a gradual improvement in the imports of Tibetan wool, and if the potentialities of the trade could be brought home to the people of the country, who are held to waste hundreds of tons annually through ignorance, the industry might become a working feature to Tibetan life. Officials are

sported to display complete indifference towards Indian traders, but on the other hand the ordinary people are most friendly and avail themselves readily of the new trading facilities. The want of communications remains the great obstacle in the way of trade expansion, and in this matter co-operation between the Chinese and British authorities becomes essential. Finally in the background may be seen the prospect of the known mineral wealth of the country. For the present it remains more or less a sealed book, and until more enlightened views on the subject of employing foreign capital for mining purposes prevail in China itself, it is useless to expect any organized exploitation of Tibet's gold mines. Let it be hoped that the near proximity of India will expedite the march of progress and enlightenment among Chinese officials in the protectorate and lead to a development of its trade and resources, in which Great Britain may find a satisfactory return for the altruistic nature of her dealings with the country and the suzerain Power.—*N. C. D. News.*

TANG SHAO-YI'S REFORMS.

Writing under date Peking, 24th ultimo, the correspondent of the *N. C. D. News* says:—Prior to his departure from Peking H.E. Tang Shao-yi sent in three memorials, one concerning the Mackay Treaty signed in 1901; one about the establishment of a gold standard for China; and the third proposing the selection of some valuable ancient porcelain from the Treasury at Mukden for presentation to President Roosevelt, Secretary Root, and other high American officials.

In the first memorial, Governor Tang strongly advised the Chinese Government to put the New British Commercial Treaty into force at an early date, and to urge other European countries to complete their negotiation on the subject of Treaty revision. There is no doubt that there would be a great improvement of foreign and Chinese trade if it were actually embodied in the new treaty. The provisions stipulated in the Mackay Treaty, in the second memorial, Governor Tang advocates the introduction of a gold standard for the Empire as soon as possible in view of the fall in exchange in recent years. The Commissioner stated that, after his business is finished in Washington, he intends to study the financial systems of America and of European gold-standard countries. It is believed that the Walupu has already notified the foreign Legations here of H. E. Tang's financial mission. Either on his return to the way, Governor Tang will also study in Japan for some time to study the Japanese gold standard. All these memorials are now under the careful consideration of the Ministries of Foreign Affairs, of Finance, and of Agriculture, Industry and Commerce in Peking. Governor Tang also memorialized the Manchu Throne about his expenses which are estimated at about Tls. 400,000. These have been sanctioned by the Emperor-Dowager.

OPIMUM IN BOMBAY.

It has been definitely laid down that not more than fifteen thousand one hundred chests of opium shall be exported from India to China this year, and further reductions in the amount are promised in the future. It is curious, therefore, that last year's exports should have been the highest for the last three years. The greatest amount of export in the last decade was ten years ago when 25,851 chests were sent and only a few hundred less than this were sent in 1905. The following year, however, there was a large drop to 18,681 and again next year to a very little over fourteen thousand and in 1916 13,321 chests. Last year, owing to a good crop and consequent low prices, the exports totalled 16,871 chests and this would seem to show that despite the Chinese anti-opium crusade there is no less demand for the drug, the only difference in different years being that when Indian opium is dear, China falls back on its own inferior and cheaper product, returning quickly to the better quality Indian drug as soon as it becomes cheaper in these markets makes it possible. The average prices in Bombay during the year were Rs. 1,271 per chest for one year old and Rs. 1,317 per chest for two years old opium as compared with Rs. 1,351 and Rs. 1,474 per chest respectively during the previous year. As a result of these larger dealings, the net duty rose from eighty-two lakhs and seventy-five thousand to ninety-three lakhs five thousand, although the area under poppy cultivation was only 10,898 acres last year as compared with 10,438 in the previous year. In all 17,550 chests were exported and added to the 17,550 chests during the year under report against 14,733 chests during the preceding year. Out of these and the balance of 1,410 chests in stock on the 1st April, 1907, 16,871 chests were exported to China, 111 chests to Zanzibar, 21 chests to Delagoa Bay and a chest to Mozambique, 1,016 chests were sold for consumption in the Presidency (including the Native States) and 464 chests were supplied to the Madras Presidency. The balance of opium found in stock in the warehouse on the 1st April, 1907, was 504 chests against a stock balance of 504 chests—a deficiency of 904 chests which when spread over all the opium lodged in the warehouse during the year under report gives an average loss of 26 lots 133 grains per chest, against 9 lots 155 grains in the previous year. The increase seems large but is explained by defects in the weighing system at Malwa and the discontinuance of the system of allowing a quarter of a pound per chest for removal of leaf and dust which allowance would have reduced the shortage by ten jollars per chest.—*Bombay Gazette.*

THE DUNSTON REMARKS.

The prohibition against the further export of Malwa opium from Bombay until the 1st January, 1909, must have been expected by local dealers in the drug, if they had borne in mind the remarks made in the Budget last March. It was there said:—"The exports of Malwa opium will probably reach the permissible maximum during the calendar year 1908, as stocks are believed to be high; and under the new system there will presumably be a tendency to a disproportionate activity of export during the earlier part of the year. Budget provision has, therefore, been made for 1,100 chests paying pass-duty." This forecast has proved an accurate one, and as the full number of chests has been exported, the Government have had no option but to issue orders closing down the trade for the next four months. In 1909 there will be accumulation of the exports, and similar steps will be taken in succeeding years unless it can be shown that China is not carrying out her policy of abolishing the opium traffic.—*Pioneer.*

JAPAN'S PEACH POLICY.

REDUCTION OF THE CHINA GARRISON.
Tokio, September 28.
It is announced that in view of the present conditions in North China the Japanese Government is of opinion that it is necessary for it to station a big force on Japanese soil and it has decided to withdraw its troops with the exception of small garrisons in Peking, Tientsin and Shanhaikwan. This step is stated to be in accordance with Japan's policy of peace and it is added that further illustrations of this policy may be expected in due course.—*N. C. D. News.*

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber last Thursday. Present—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Colonel Darling, R.E., commanding the Forces in South China, Hon. Mr. F. H. May, C.M.G., (Colonial Secretary), Hon. Mr. W. H. Thomson (Colonial Treasurer), Hon. Mr. W. Chatham, C.M.G., (Director of Public Works), the Hon. Mr. F. J. Badley, (Captain Superintendent of Police), Hon. Mr. E. A. Irving (Registrar General), Hon. Dr. Ho Kai, M.C., Hon. Mr. W. Y. Yeh, C.M.G., Hon. Mr. W. J. Gresson, Hon. Mr. Murray Stewart, Hon. Mr. H. A. W. Slade, and Mr. C. Clement (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 16).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 57 to 59. It was agreed that they be referred to the Finance Committee.

APPROPRIATION BILL.

The Colonial Secretary moved the second reading of the Bill entitled An Ordinance to apply a sum not exceeding five million five hundred and seventy thousand four hundred and twenty-seven dollars to the Public Service of the year 1908.

The Colonial Treasurer seconded. The duty has devolved upon me of stating in outline the views of the unofficial members on the provisions of this Bill and of making a few brief comments upon the lucid and interesting statement with which it was introduced. This time last year the representative of the Chamber of Commerce opened his speech on the estimates by congratulating Your Excellency on the satisfactory financial condition of the Colony.

Exchange was high and believed to have been already thought to be passing away. Land sales were estimated to bring in 3 lacs. The burden of the cost of railway construction had hardly begun to make itself felt. Optimistic forecasts were the order of the day.

We all know what happened. We know that a world-wide depression had yet to come. We remember that it fell upon us almost immediately and that exchange also promptly began to fall. The results are to be found in the figures of the Financial Statement. The leading feature of these estimates is Your Excellency invited our attention, preliminary to dealing with the estimates for next year. The figures of the revised estimates for 1908 emphasise the unwisdom of overreliance upon the imaginary resources of a problematical period of prosperity anticipated mainly for the reason that it is so much to be desired. The net result of such drawings in the present instance is, in the words of Your Excellency, "that a debit balance of \$18,000 is anticipated to accrue from the working of the current year. Under the circumstances, the balance of our assets is thus expected to decline from over a million and a half dollars, at the end of last year, to a little over \$500,000 at the end of this year, it is unfortunately impossible on the present occasion to congratulate Your Excellency on the financial conditions of the Colony.

That the financial condition of the Colony is unsatisfactory is clearly demonstrated, not only by the revised estimates for 1908, but also by the leading feature of the estimates for the coming year. The leading feature of these estimates is obviously the inclusion in the general revenue of over \$400,000 received from the Widows' and Orphans' Fund. By this means a large deficit has been provided against, which would otherwise have been Your Excellency to propose an increase in taxation for the full amount. That there was some such design we suspected. That the Colony was in reduced circumstances we knew. But that there was such dire need for the succour thus provided some of us perhaps did not altogether realise, nor could it easily have been imagined. The disinterested attitude adopted by the Government in those somewhat breezy debates which led to this windfall. This method of dealing with the proceeds of the fund which as Your Excellency admitted "should theoretically be invested in some remunerative work which would benefit the Colony, and at the same time produce a sum equivalent to meet the new charge upon the revenues," naturally occupied the chief place in your consideration of the estimates.

It is equally natural that it should have principally occupied the minds of the unofficial members when we met to consider the Government's proposals. The result of our deliberations is that although we regard this disposal of the Fund as a departure from the principles of sound finance we do not see our way to oppose it, in view of Your Excellency's pronouncement that it is the Government's only alternative to increased taxation. We are certainly not prepared to advocate that. We believe that to raise the rates of property at the present time would be little short of an extortion. Moreover, we feel that the argument derived by Your Excellency from the fact that the taxpayers of the day are being called upon to shoulder a disproportionately heavy burden of the cost of railway construction is strong enough to clear us from the charge of indifference to the claims of posterity.

Those who will come after us will profit at our expense inasmuch as that the interest on the railway loan is being paid out of current revenue instead of being debited to capital account, as might properly be done. In fact, in this case it is possible to argue that it is the finance of the property two wrongs make a right. The realisation that, in spite of this windfall, it has only just been possible to make both ends meet is sufficient cause for satisfaction that negotiations with the Home Government have not so far made it necessary to provide for any reduction in the revenue from opium.

The narrowness of the financial straits through which the Colony is passing will inevitably excite these estimates should the Home Government insist upon pushing the claims of the extreme section of the anti-opium agitators.

The unofficial members discussed the possibility of this in connection with the subject of the military contribution. In speaking upon this fruitful topic of controversy Your Excellency evidently anticipated an attack upon the principle underlying the impost, and you referred to some strong remarks made last year on the subject by the Honorable Member, Mr. G. A. W. Slade. I temporarily occupy. The quotation from these remarks which Your Excellency made might, perhaps, isolated from its context, convey a wrong impression of his attitude and it is only fair to point out that he also said this: "For one thing and have always maintained that it is correct that the Colony should contribute something towards the Imperial Troops, but for a small Colony the sum of \$1,000,000 is excessive."

Speaking for the unofficial members of the day, I have to say that we are of one mind regarding the principle of the contribution and

in full accord with the views of Your Excellency as regards the contribution to the Colony of the presence of the Garrison. For one, we have never been able to appreciate the force of the objection raised against the contribution on the ground that the Garrison is retained here mainly for "strategic" and "imperial" purposes.

Imperial strategy in these parts is obviously a naval matter and its depots can hardly depend upon a small body of troops which is scarcely more than sufficient to ensure order and security within the limits of the Colony. That a detachment is liable to be requisitioned to quell a riot in an outport is a minor consideration of its use which cannot be classed as strategic. But whether for strategic or local purposes, the presence of the Garrison here is recognised by the unofficial members as conferring great benefits upon the Colony. Those who doubt this can hardly have reflected upon the fact to which Your Excellency also drew attention, that one-half of the two-thirds of the funds devoted to the Garrison come out of the pocket of the British taxpayers. True, the unofficial members view the method upon which the contribution is levied as a bad one. That it is open to criticism Your Excellency clearly showed, inasmuch as that under the present method the sum payable is increased in a time of financial difficulty.

We are pleased to know that Your Excellency is at work on a plan which will place the levy on a more equitable basis and we trust that you will succeed in overcoming the serious difficulties, which you have not confined to us, but which have so far prevented you from proposing it to the Secretary of State.

But though the unofficial members view with favour the principle of the contribution and in ordinary times would willingly consent to its appearance in the Estimates, we wish to make this clear that if the Opium policy of the Home Government is pushed with such persistence as to wreck these estimates, and if the threat of increased taxation comes made good, then we shall hold ourselves free to seek relief by agitating instead for a remission of a part of this contribution.

Here it may perhaps not be inappropriate to suggest to the Government that instead of fixing their thoughts upon increased taxation as the only alternative to temporary expedients they should bring their minds to bear upon the possibilities of retrenchment. Is there really no such possibility? Are all means of cutting down expenses exhausted? Are all methods of effecting these small economies in the large economy conscientiously employed in all the Departments of the Government? When one glances over the pages of these estimates and sees the long lists of minor appointments, the frequently recurring items of charges for allowances, extras, incidental expenses and what not, it is difficult to repress a doubt as to whether the administration could not be run on more economical lines.

In particular one cannot help wondering whether greater economies could not be effected in the Sanitary Department. The comparatively small saving shown in the estimates under this head has been noted with some disappointment.

The recent authoritative pronouncement of the Indian Plague Commission has made it clear that many of the expensive and irritating methods hitherto employed in combating plague in this Colony were absolutely futile, as, for instance, the free use of disinfectants, lime-washing and the rest of it. The number of coolies engaged by the Department when it was thought necessary to carry out these methods could surely have been still further reduced and so one would think might the number of inspectors employed to look after them. This would not only effect an actual saving, but would indirectly benefit the revenue by encouraging Chinese to come here instead of driving or keeping them away at present.

In this and other ways the lavish expenditure which grew up during years of exceptional prosperity, and which originated partly in the careless habit of mind which prosperity brings, should be resolutely reduced.

The unofficial members are by no means persuaded that no retrenchment is possible. Neither I believe are the general public so persuaded. Before agreeing to any fresh taxation they will require to be.

I do not propose to follow Your Excellency into any of the details of these estimates, but there are one or two matters especially interesting to the public upon which it may not be out of place to say just a few words.

First and foremost in the public eye stands, of course, the railway. It is satisfactory to learn that, speaking generally, progress has been made. In particular, it is satisfactory to know that the pace at which the work of reclamation at Kowloon is advancing has of late been notably accelerated. The arrest of the bridge work is a matter upon which under the circumstances it is perhaps undesirable to comment. Of course the railway will never be anything but an expensive toy until through communication is made to Canton and beyond. But even though it may only be as a railway to nowhere we welcome the prospect that the line to the frontier will be completed and opened for local traffic by March 1910. This prospect opens up the question of roads in the New Territory for which we are glad to see some provision has been made. It is unnecessary to dwell on the stimulating influence of improved means of communication, apart from which the roads are needed to feed the railway. I am sorry that it has not been decided to build the more important roads, as for instance, that from Castle Peak to Ping Shan, wide enough to admit of wheeled traffic. I think that this decision requires reconsideration. The plan of making a carriage road with the intention of converting it to a wide one does not seem to me to be a very efficient or economical. In the long run it will prove more expensive and in the meantime communication between the villages will still be subject to pedestrian conditions, which do not make for rapid progress. It has been pointed out to me that the roads ought to be built strictly as feeders and that they should be commenced and pushed out from suitable places along the line of the track. In view of the importance of this has not escaped Your Excellency's advisers.

That the New Territories should yield in all a revenue of upwards of \$200,000, exclusive of land sales, is perhaps the brightest spot in the whole Budget, and it was very fitting that Your Excellency should single out for special mention the notable part played by Mr. Clement in the initial stages of the settlement of those Territories and the admirable work of development which is being carried out by his successors. As one who has taken a keen interest in it for years, I found satisfaction in Your Excellency's appreciative reference to the work, the value of which, I may say, has never been hidden from the present unofficial members, nor, I fancy, from that section of the public which takes an interest in local affairs.

As regards the roads on the Island I have a word to say on my own account. When I returned to this Colony at the end of last year, after an absence of nine months, the strongest impression of change which I received was the change for the worse which had overtaken the surface of the roads. In particular, I refer to such roads as that leading from the Victoria Valley to Wong-ai-chung Gap and that from

from Yuen to Aberdeen, also to Black's Link and even the Bowes Road, and last but not least the Jubilee Road, but I do not, by any means, confine my criticisms to these. I imagined that the fallen state they were in must be due to less money having been appropriated towards their upkeep than in former years, owing to our extreme impetuosity. I was surprised therefore to notice that the vote for this year was the same as last, and I am unable to account for the exception of the theory that the money so devoted was not properly spent. Quite recently, the first road referred to has been repaired, and also Black's Link, but on the Jubilee Road the grass still grows, in many places a foot high, and in other the surface has become a series of small ruts created by the rains. The roads of this Colony used to be one of our chief sources of pride, and they ought to be so at this day if thorough supervision were exercised over the spending of the money devoted to their upkeep. The matter of widespread public comment is the extent to which the Ordinances relating to receipt stamps is neglected in small business transactions. A strict enforcement of the existing law would, in the opinion of many of our leading Chinese residents, bring in a really large revenue; indeed I have heard the comforting opinion expressed by more than one such, that between retrenchment and receipt stamps there ought to be enough to bridge the gap between the two. The Orphan Fund to fall back upon. However that may be, there is no doubt that a good deal can be done, and the unofficial members have noted with satisfaction that Your Excellency was aware of the position, and had already taken steps towards availing of its advantages.

On the subject of the Judiciary the opinion of the unofficial members is divided as regards the necessity for a third Judge, but there is no division of opinion as regards the view that the state of the Colony demands such an appointment at the present time. Under these circumstances we agree in viewing with favour the new arrangement announced by Your Excellency. I have to add on behalf of the Chamber of Commerce that the arrangement highly recommends itself to the Committee.

These are all the points upon which I have to comment at this stage of the Bill.

It only remains to refer to Your Excellency's interpretation of the design of the times. The reiterated belief that the position of the Colony is prosperous, notwithstanding your speech like a refrain. It is quite possible to share this belief as regards the general trend of events in the wider world, and even as regards the China trade, and yet at the same time to doubt whether this Colony is destined to benefit thereby to the extent that Your Excellency anticipates. Your Excellency referred with evident satisfaction to certain official reports and statistics which seemed to show that Canton had been prospering during the period in which in Hong Kong we had heard nothing but talk of languishing markets. If Manchester or Hamburg were to flourish, if Liverpool or Bremen respectively dwindled, would the inhabitants of the latter ports have reason to reflect with satisfaction on the circumstance? Without laying themselves open to the charge of undue pessimism, they might judge that trade was going past them, that business was being done direct. Our circumstances are not exactly parallel, but there is enough similarity to make one ponder. Some observers think that Hong Kong is in danger of losing its important position as a mart. This is an ugly condition of affairs, but its ugliness does not justify foreboding. It is simply turning away. The blind man's hope is proverbial, but optimism, in finance at least, should keep open eyes. Optimism may sometimes falter the fact of prosperity. But at least, through excess, it is as often beguiled adversely.

Here in Hong Kong, if anywhere, the truth of that has been demonstrated time and time again. Some of us who realise how much this Colony has suffered from the results of optimism, carried to excess, view with some concern, having regard to the extent to which the optimism is still upon an ameliorated present condition of affairs. We should have liked to see more evidence than it displays of a growing disposition to set the Colony's financial house in order, lest the long prophesied period of renewed prosperity should still lag. In saying this I am not actuated by any desire wantonly to tear to pieces the good hope upon which was mainly based Your Excellency's defence of this makeshift budget, but because I have felt bound to point out that there is another side to the picture.

And now having said so much in discharge of the duty which to my criticism, I have as an expression of my most earnest desire that these and all such forebodings may be utterly falsified, and that Your Excellency's brighter forecast may be justified, and even triumphantly vindicated by the logic that can ultimately be relied upon to make the position clear—the infallible, illuminating logic of events.

Mr. Gresson said the hon. member who had just sat down had voiced the views of the unofficial members of the Council on the Estimates for 1909, but that he wished to make reference to points which he wished to make reference to. He pointed out that the fact that in Hong Kong the harbour and shipping were all important and it should not be their policy to bleed the shipping. Two items had been increased, 66 per cent. in the present Estimates—his reference to boat licenses and the medical examination of emigrants. Those interested had received no intimation of an increase in the fees except through the Government Gazette. That the Estimates were not reliable was a well established fact. He asked the Government to give an assurance that \$250,000 would be the maximum estimate contributed by light dues. His Excellency had made no reference to the means of retrenchment proposed and he hoped some light would be thrown on that subject. He thought it would be admitted there must be some limit to the allowance to be made for the fall in exchange. It was put at 12.50, but the exchange had fallen below that and it might easily do so again. This would prove to be a most important factor to the Colony and was a matter which should receive the closest attention.

The Colonial Secretary said that he would not deal with any of the questions which were really of the nature of criticisms of His Excellency's speech in moving the estimates. He was, however, the editor of a newspaper—the most important newspaper in the Colony—the Government Gazette. He was sorry to think that it was regarded as a source of place to hide things and in and out to make them public. He went on to show how in the Gazette under the Merchant Shipping Ordinance, and he was astonished that the hon. member (Mr. Gresson) had not referred with avidity to such an important enactment. The increase in the fees of the medical examination of emigrants was effected under the Emigration Ordinance and also was published in the Gazette. He failed to see how the Government could be blamed for the taxation of this nature being placed through the Government Gazette. He pointed out that the Director of Public Works dealt with questions raised in Mr. Murray Stewart's speech with reference to the width of roads at Castle Peak and Ping Shan and on the Island.

He alluded to the extension of the Kowloon Waterworks, and the catchment area which had to be increased in order to meet possible future requirements.

His Excellency the Governor said that before he reviewed briefly the remarks made by the hon. member for the Chamber of Commerce as representing the view of the unofficial members to-day, he thought the Council would agree with him when he said that the narrow escape which they had just witnessed by one of the members of this Council was a matter which they might almost sincerely congratulate themselves upon. The hon. member on his right (Mr. Stewart) referred first of all to the very large deficit which they would have to deduct from the balance of their reserves at the end of the year \$38,000, as being due to the working of the past year. His Excellency had explained very fully how that was made up and he would merely remind the Council that some \$500,000 of that was due to the very exceptional expenditure on the purchase of a dredger and the fact of the fall of the people in South China—neither of which might be considered to be the ordinary expenses of the Colony. Passing from the general revenue to the finances of the Colony, to the general tone of which he had nothing whatever to complain of, he would just allude to the remarks which he made on the question of the military contribution. His Excellency proposed to say that he had not gone into all the details of this complicated calculation because he had on that occasion so much to say on other subjects that time would not permit of his going into any very intimate details of any one particular subject, and, moreover, his study was as yet incomplete and he was obtaining further figures in order to see if his suggestion was feasible or not. The hon. member had spoken somewhat emphatically on one point, He said that if the action of the Government in the matter of opium should result in wrecking the Estimates before them, they would then feel that a very strong position had been erected from which to appeal to the Imperial Government for some remission in the military contribution. He (the Governor) did not think the military contribution precisely affected the opium question. Whether or not the Colony might hope for any financial consideration from the Imperial Government, if the finances proved to be in a state of emergency, he would be inclined to say that Japan had offered to join the Powers in prohibiting the import of morphia into China provided that China would agree to a trade marks convention. The reply was that morphia had nothing to do with trademarks, and that position, he felt, was somewhat analogous to the question of the military contribution and the opium revenue. But undoubtedly the most serious question that had been brought forward by the two unofficial members was that which was the question of possible retrenchment. He could assure the Council that during the past year that question had been most vividly in the minds of himself and those who with longer experience in the Colony had advised him these matters. It could not be denied that the financial position was one of very great difficulty and the smallest application for an increase, either in the matter of appointments or the matter of other charges had been most carefully scrutinised and unless it was proved to be absolutely essential would not be allowed. Whether or not it might be possible to cut down minor charges in the various departments would continue to receive his most earnest consideration during the coming year. The question of the Sanitary Department was brought forward as a case in point. The savings on the Sanitary Department amounted to some \$30,000 or \$37,000 in the Estimates before the Council. That was in spite of an increase due to the fall in exchange—a fall of 12.50. In other charges referred to by the speaker there was a decrease under the 22 heads, practically an average of 10 per cent. The hon. member pointed out the reports which had been made by the Indian Plague Commission had demonstrated that disinfection and other methods on which much money had hitherto been spent were largely if not entirely futile. And he pressed on the Government not to neglect the lessons to be learned from those reports. He thought he might ask the hon. member—To whose initiative was it that these reports had been so prominently brought forward? He thought it was largely due and chiefly due to the agency of the new Head of the Sanitary Board (hear, hear)—who, he thought, had taken an enormous amount of personal trouble in investigating various journals of hygiene, etc. (Applause). After dealing at considerable length with the question of roads His Excellency said he claimed to no authority for what he had said with regard to the outlook. It had been suggested that this port might suffer in its pre-eminence as a great free port by direct trade being done between foreign countries and the ports of China. He thought he would say at this time that that was the answer to the question. He said that in his view Hong Kong should endeavour to become not only a mart of exchange but an industrial and manufacturing centre, for which its geographical position suited it, as well as an exchange mart. It was hinted, too, that possibly the increase in the trade of Canton and other Chinese ports indicated that it was quite possible that their success might mean our decrease. He noticed from the abstract of statistics of the Chinese Customs that the imports from Hong Kong increased last year by eleven million taels. That appeared to him a fact that could not be gainsaid. He did not think either that it could fairly be said that this Budget was a Budget of optimism, because, as he said before, the Estimates both of expenditure and of revenue had been framed on a year of extreme depression. With regard to Mr. Gresson's remarks, he did not feel himself in a position to say that the maximum amount of the light dues were indicated in the Estimates. The completion of the refuge would in all probability take place some time after he had left this Colony. The taxpayers of the Colony were so much entitled to consideration as those entitled to pay this special duty, and he did not think, onerous due. His Excellency referred also to the increase in the fees for the medical examination of emigrants. He had dealt somewhat fully with that in his remarks on the Estimates, and he had explained that the Government had considered it the best way of raising a somewhat large fee on emigration and, therefore, not to interfere with emigration. His Excellency concluded by saying that he thought he had dealt with all the points raised by the speaker.

Mr. Slade said that the unofficial members trusted His Excellency would be able to formulate his ideas with regard to the military contribution and present them to the Legislative Council. He declared that if there were any change in the opium trade the unofficial members would hold themselves free to agitate for the remission of the military contribution.

The Bill passed the second reading without a dissentient voice, and was referred to the Finance Committee.

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Alarming Collapse.

COUNCIL MEMBERS IN JEOPARDY.

PORTION OF CEILING NARROWLY ESCAPES INJURING MESSRS. GRESSON AND BADELEY.

It is seldom that any untoward incident mars the proceedings of the Legislative Council, but the meeting of the members last Thursday afternoon, which was of sufficient interest in itself by reason of the fact that the Estimates were under consideration, was seriously affected by the fall of a great block of stucco which fell on the table between the heads of an unofficial and an official member. The business of the Council had just commenced. The Colonial Secretary had moved the second reading of the Appropriation Bill. Mr. Murray was beginning his speech, when Mr. W. J. Gresson, who arrived five minutes late, took his seat at the end of one arm of the table next to the Captain Superintendent of Police, Mr. BADELEY. Everybody was interestedly listening to the opening remarks of Mr. Stewart, the representative of the Chamber of Commerce in the Legislative Council, when suddenly a block of ornamental and decorative stucco work on the roof fell with an alarming crash on the table immediately between Mr. Gresson and Mr. BADELEY. For a second everybody was alarmed, and it was feared that the hon. members had been badly hurt. The block threw off a plethora of small chips which flew all around. At once Mr. Gresson and Mr. BADELEY drew back and the Council was in some commotion for a moment. Mr. Murray Stewart went on calmly with his speech. The Clerk of Councils and the Chief Clerk made hurried exits and coolies removed the debris. There was no stopping in the proceedings, but there was quite evidently a good deal of anxiety. The block of stucco, about a foot long and half a foot in depth, had rested at the spot where one of the punkahs is fastened to the ceiling. The punkahs were immediately stopped and then lowered during the afternoon were not again utilized. When one considers the heat of the chamber, even in comparatively cool weather, it can be well understood, that the temperature of the room was far from exhilarating. Meanwhile, when it was seen that the danger was only local, as it were, there were "pods and winks and wretched smiles," although it must be confessed that with few exceptions nobody seemed to be exactly comfortable.

VOLUNTEER CORPS ORDERS.

ARTILLERY UNITS.

3rd Period: Company Training.
Four weeks commencing 1st September.
Each company will have one evening drill and all officers, N.C.O.'s and men should endeavour to attend the drill night of their company during the four weeks' company training.

All instruction during company training will be given by the officers of the company. No. 1 Company Monday, the 5th October; No. 2 Company Tuesday, the 6th October; No. 3 Company Wednesday, the 7th October; and No. 4 Company Friday, the 9th October.
Note:—Members of other companies may attend on the above dates.

ENGINEER COMPANY.

Parade.—At West Fort, Kowloon, at 9 p.m. on Wednesday, the 7th October, 1908, for technical instructions.

ENGINEER AND INFANTRY COMPANIES.
Parade.—At Volunteer Headquarters at 5.30 p.m. on Monday, the 5th, and Friday, the 9th October, 1908, for technical drills. Sergt. Downes, 3rd Middlesex Regt., will attend.

TAI KOO DETACHMENT.
Parade.—At Tai Koo at 5.30 p.m. on Thursday, the 8th October, 1908, for infantry drill. Sergt. Downes, 3rd Middlesex Regt., will attend.

ENGINEER COMPANY.

A practice shoot will take place at King's Park Range of the above company on Sunday, the 11th October, 1908. Ammunition must be drawn from Volunteer Headquarters before 1 p.m. on Saturday, the 10th October, 1908.

C. U. S. R. A.

It is notified for information that the meeting of the above committee on Tuesday, November 10th, 1908. Members of the Corps will be squadded as far as possible on Saturday, the 14th November, 1908. The meeting will take place on the Kowloon City Range.

RIFLES AND EQUIPMENT.

Officers Commanding will please instruct the members of their units to draw their rifles and equipment from headquarters as early as possible.

JOINED.

Mr. J. D. Auld joined the Corps on the 22nd September, 1908, assigned Corps No. 1, 1051 and posted to the infantry company.

Mr. E. E. Rigold joined the Corps on the 25th September, 1908, assigned Corps No. 1, 1052 and posted to No. 4 company.

Mr. F. G. Carroll joined the Corps on the 25th September, 1908, assigned Corps No. 1, 1053 and posted to the infantry company.

RESIGNED.

Gunner A. B. Blum is permitted to resign on leaving the Colony with effect from the 22nd instant.

Sapper F. W. Quirk is permitted to resign on leaving the Colony with effect from the 23rd instant.

Sapper A. Comar is permitted to resign on leaving the Colony with effect from the 23rd instant.

Sapper R. Pestonji is permitted to resign with effect from the 28th instant.

TRANSFER.

Gunner C. Plouet is transferred from No. 1 Company, to the Engineer Company with effect from the 23rd instant.

NOTICE.

It is notified for information that the Annual Camp will be held at Stonecutter's Island from October 17th to November 2nd, every member of the Corps should endeavour to be present for as long a period as possible. The attention of members is directed to page 337 (2) in the Corps Handbook. It is hoped that every member of the Corps will attend Camp during the preliminary drills of the first few days, otherwise the proper sequence of drills will be hindered. Members who have not yet done so, should draw their Arms and Equipment from Store as early as possible. All arms and equipment must be drawn from Store by October 10th, 1908.

The instructions for Camp will be issued shortly; every member should make himself thoroughly acquainted with all the orders thereon, paying special attention to orders about arms, clothing, gun practice, fire alarms, etc. All sergeants should thoroughly understand the duties of orderly sergeant.

CORPS ORDERLY OFFICER.

Office on duty for week commencing 5th October, 1908: Lieut. W. M. Scott.
Post for duty Lieut. J. A. S. Plummer.

INVALIDED ON PENSION.

WELL-KNOWN POLICE OFFICER LEAVES FOR THE HOMELAND TO-DAY.

After serving nearly five years in the Hongkong Police Force, Police-constable (No. 34) J. Lenaghan has been invalided on a pension. He left for the homeland last Thursday, by the P. and O. steamer *Arica*.
On the night of May 13, 1906, Police-constable Lenaghan, who was then stationed at Hung Hom, went to the assistance of a Chinese policeman, who was being attacked by a number of American blue-jackets, who were on their way to join their ship in Kowloon Docks. In the struggle that followed, Lenaghan was struck on the head with a beer bottle, which rendered him unconscious. Assistance was soon at hand and the blue-jackets were beaten off. Lenaghan was taken to hospital, where he remained for about three weeks.

Since that time his mind seemed to have been affected, and he had been noticed to have acted queerly while on duty. This was brought to the attention of the Government medical officers, with the result, as stated above, that he was found unfit for further duty and was invalided.

Police-constable Lenaghan—a typical young Irishman—was well-liked among his colleagues in the Force and his misfortune has been the cause of much regret.

THE DEATH OF MR. C. BRODERSEN.

We regret to have to record the death of another well-known and respected Shanghai resident, in the person of Mr. Charles Brodersen, which occurred at the General Hospital yesterday morning, reports the *N. C. D. News* of yesterday. Mr. Brodersen entered the Hospital about a fortnight ago, suffering from kidney troubles, and gradually growing weaker, he died of heart failure. The deceased, who was of German parentage, was born in Hongkong in 1860 and was educated in Germany. He joined the Hongkong branch of Siemens and Co. twenty-five years ago and remained in their service until 1899, when he came here to take charge of the Shanghai branch. He was for many years an active member of the Shanghai Chamber of Commerce and was formerly Vice-President and afterwards President of the German Association in Shanghai. He was at all times keenly interested in several branches of sport and was not only an owner of racing ponies, but was for several years one of the Stewards of the Shanghai Race Club. At the time of his death Mr. Brodersen was managing partner of Messrs. Siemens & Co. in Hongkong.—Ed., H. K. P.

TRADE-MARKS IN KOREA.

A recent dispatch from Chemulpo to the Japanese Press states that the Japanese in Korea were sending in to the Residency-General applications for the protection of their industrial property in accordance with the terms of the recently signed treaty between the United States and Japan regarding the protection of trade-marks, patents, designs, and copyright in Korea. Among the applications for registration were four certain trade-mark designs with those owned by foreign firms, and as a result of the discovery of this fact the foreign merchants of Chemulpo held a meeting on September 15 to discuss the question. It was then decided to send the following letter to the Director of the Patent Bureau in the Residency-General:—

"SIR,—We, the undersigned, have the honour to inform you that it having been brought to our notice applications have been lodged by Japanese subjects for the registration of trade-mark designs to and used for many years by British, German, and other foreign firms doing business in Korea, take leave to inquire whether it is the intention of your Bureau to grant such registration?"

"As it is a subject of the very greatest importance to us, we shall thank you to kindly favour us with a reply to this question by return of mail, and thus oblige, Sir, Yours faithfully,

"CARL WOLTER & Co.,
German Merchants.
"HOLME, RINGER & Co.,
British Merchants.
"NOBEL EXPLOSIVE CO., LD., GLASGOW,
British Corporation.
Per Townsend & Co., Agents.
"HENNETT & Co.,
British Merchants.
"BRITISH-AMERICAN TOBACCO CO., LD.,
British Corporation.
J. Smith Mitchell, Representative.

THE WAIWOPU.

The following is a list of matters that are said to be receiving the earnest attention of the members of the Ministry of Foreign Affairs:—(1) To discuss the unfinished tariff treaty with Shing Kung-pao. (2) To reconsider the ceremonies in vogue with reference to the receiving of Foreign Envoys (3) The question of decorations for Consuls-General and Consuls (4) The appointment of Ministers who have returned from abroad (5) The duties, salary and powers of the newly created post of Commissioner of International Relations (6) The Manchurian Treaty with Russia; (7) The increase of the number of representatives abroad; and (8) The question of making the Ministry of Foreign Affairs a Ministry of State, Secretary of Legation and Consul substantive ones like other official appointments.—N. C. D. News.

DISCOVERY OF A NEW COMET.

A new Comet, which is described as bright, was discovered by Morehouse at the Yerkes Observatory, Wisconsin, on September 2nd. It is at present situated upon the southern border of the constellation Cygnus and is moving northward. It is already nearly five times as bright as at the time of discovery, is still increasing in brilliancy, and will reach the point of nearest approach to the sun, on December 26th.—Communicated.

GOLF.

The monthly competition for the Captain's Cup was held at Happy Valley between October 3rd and October 5th. The following cards were returned:—

CAPTAIN'S CUP.	
C. E. H. Davis	81—3 78
C. F. Dixon	97—18 79
J. Clark	83—3 80
W. G. Worcester	99—18 81
F. B. Deacon	101—17 84
29 entries.	

POOL.	
M. A. Murray	84—7 77
S. G. Newall	100—18 82
F. B. Deacon	103—17 86
16 entries.	

Winner of Cup, Winner of Pool.

HONGKONG GYMKHANA CLUB.

FIFTH MEETING.

The programme of this fifth meeting to be held at the Happy Valley, on Saturday, the 10th inst. (weather permitting) is as follows:—
1.—3.45 p.m.—FIVE FURLONGS FLAT RACE.—HANDICAP. For all Chubb ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5. 1st prize: A cup presented by Rear-Admiral R. H. S. Stokes, R.N. 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. Dryadant's Earthquake, 10 lbs.
Mr. Dryadant's Coxcomb, 15 lbs.
Mr. W. J. Gresson's Ard Patrick, 15 lbs.
Mr. W. J. Gresson's Quorn, 15 lbs.
Mr. H. V. Kenney's Resignation, 13 lbs.
Mr. L. K. Leeson's Soudan, 13 lbs.
Mr. Manning's Eglington, 14 lbs.
Mr. R. F. C. Master's Blue Nile, 15 lbs.
Mr. F. H. May's Astral, 15 lbs.
Mr. Medico's Sofronio, 15 lbs.
Mr. G. E. Morrell's Mainstay, 14 lbs.
Dr. J. W. Noble's Baluchi Chief, 13 lbs.
Dr. J. W. Noble's Kirkpatrick, 13 lbs.
Mr. Reinbeck's Maryland, 15 lbs.

2.—4.05 p.m.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all Chubb ponies. Catch weight at 10 st. 6 lbs. Winners of an open race or open griffa race 5 lbs. extra. Non-winning subscription griffas allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first; 3 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra on the programme. Subscription starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. 2nd prize: \$25. (Half entrance fees to go to winner.)

Marks at present:
Earthquake, 13
Coxcomb, 6
Homocea, 4
Blue Nile, 3
Astral, 3

Mr. F. B. Deacon's Plym, 14 lbs.
Mr. Dryadant's Earthquake, 16 lbs.
Mr. Dryadant's Coxcomb, 15 lbs.
Mr. W. J. Gresson's Ard Patrick, 15 lbs.
Mr. W. J. Gresson's Quorn, 15 lbs.
Mr. R. F. C. Master's Blue Nile, 15 lbs.
Mr. F. H. May's Astral, 15 lbs.

3.—4.55 p.m.—LADIES' NOMINATION.—AUNT SALLY RACE.—Gentlemen competitors to start dismounted at a given point which will be indicated by a flag. On the word go mount and ride to where a number of heaps of sticks will be placed on the ground—dismount—pick up sticks or as many as possible (it is not necessary to pick up the whole of a heap) mount and ride with sticks to starting flag, there dismount and hand pony to mafao who will be waiting. (Mafao not to come on to course until competitors have started.) Run with sticks to lady competitors. Lady competitors will then throw sticks at Aunt Sally to win prize. Each heap of sticks will be numbered. Competitors must take heap of sticks bearing corresponding number to theirs on the programme. Sticks dropped while in transit from heap to ladies and sticks left in heaps may not be fetched. A separate Aunt Sally will be provided for each lady. If no lady competitor succeeds in knocking down Aunt Sally with supply of sticks first brought to her, ladies may fetch back themselves sticks already thrown. No lady competitor may fetch back sticks until all lady competitors have exhausted their supply. Entrance fee \$3. First and second prizes presented by the Club. No post entries.

1.—Mr. Daniel.
2.—Mr. Dupree.
3.—Mr. Master.

4.—4.55 p.m.—THREE-QUARTERS OF A MILE FLAT RACE.—For Chubb ponies which have run and won at Gymkhana meetings this season. Winner to carry 5 lbs. extra on the programme. Weight for inches as per scale. Subscription griffas of any season and all ponies entered in the Hongkong Griffin Stakes and/or the Tientsin Stakes at the Hongkong Jockey Club Meeting 1908 allowed 10 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5. 1st prize: A cup presented by the Hon. Mr. F. H. May, 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. F. B. Deacon's Plym, 16 lbs.
Mr. W. J. Gresson's Ard Patrick, 15 lbs.
Mr. T. F. Hough's Sider Dhu, 15 lbs.
Mr. L. K. Leeson's Panjabi, 14 lbs.
Mr. L. K. Leeson's Soudan, 14 lbs.
Mr. Manning's Eglington, 15 lbs.
Mr. Medico's Sofronio, 15 lbs.
Mr. G. E. Morrell's Kirkpatrick, 14 lbs.
Dr. J. W. Noble's Strathmore, 14 lbs.

5.—5.15 p.m.—TIME RACE.—For all ponies or horses of any description. Competitors to ride once round the course, a given time. Competitor passing the winning post nearest to the time allowed to win. Entrance fee \$5. First and second prizes presented by the Club. Competitors will be told the time allowed, at the starting post.

1.—Mr. C. H. Blason.
2.—Mr. W. J. Daniel.
3.—Mr. F. B. Deacon.
4.—Mr. Dupree.
5.—Mr. P. W. Goldring.
6.—Mr. W. G. Greening.
7.—Mr. F. H. Hickman.
8.—Mr. S. C. Mackie.
9.—Mr. R. F. C. Master.
10.—Mr. G. E. Morrell.
11.—Mr. John Patterson.
12.—Mr. Reinbeck.

6.—5.45 p.m.—ONE MILE AND A QUARTER FLAT RACE.—Handicap.—For all Chubb ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5. 1st prize: A cup presented by the Hon. Mr. F. H. May, 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. F. B. Deacon's Plym, 15 lbs.
Mr. F. B. Deacon's Earthquake, 14 lbs.
Mr. Dryadant's Earthquake, 15 lbs.
Mr. Dryadant's Coxcomb, 15 lbs.
Mr. W. J. Gresson's Ard Patrick, 15 lbs.
Mr. W. J. Gresson's Quorn, 15 lbs.
Mr. L. K. Leeson's Sider Dhu, 14 lbs.
Mr. H. V. Kenney's Resignation, 14 lbs.
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Mr. F. H. May's Astral, 16 lbs.
Dr. J. W. Noble's Baluchi Chief, 14 lbs.
Mr. Reinbeck's Maryland, 15 lbs.

THE CHINESE BOYCOTT IN CANTON.

FEELING AGAINST JAPAN CHANGING.

Mr. Higuchi, Director of the Commercial Bureau in the Foreign Office, has referred to the Osaka Chamber of Commerce a telegram from the Japanese Consul at Canton on the condition of the Chinese boycott of Japanese goods in Canton. The telegram is in substance as follows:—
"The hostile feeling excited among the Chinese in Canton by the *Tatsumaru* incident has much abated. The number of Chinese patronising Japanese shops is gradually increasing, and Chinese papers are beginning to publish reports or letters exemplifying friendly relations between Japan and China. The tone of the Press is rapidly changing, and with it the feeling of the Chinese. In all probability therefore the boycott will come to an end before long."—*Japan Chronicle*.

HARBOURING A WOMAN.

AN ILL-TREATED WIFE.

An interesting case was heard before Mr. J. R. Wood, at the Police Court, last Wednesday, when a man named Hui Mai, who is a scaffolding collector by profession, had to appear on a charge of receiving and harbouring Lo Kam, a Chinese woman, knowing the same to be married. Lo Kam left the protection of her husband, who resides at No. 172, Second Street, on the 15th day of the 7th moon. Her evidence was to the effect that she was ill-treated by her husband. The defendant was only acting kindly towards her. She had known him from the 15th of July last, when he induced her not to throw herself into the sea but come her living as a seamstress. She told him that her husband had struck her five times and broke two hair brushes on her when she was cooking in the kitchen. Then the thought came to her that as she had left her husband, she must earn her living by hook or by crook, and she therefore went to live with the defendant.
The husband's evidence was taken, and a fine of \$25 was imposed.

STORY OF A GAMBLING RAID.

THIRTEEN MEN CONVICTED.

Yet another instance of the gambling instinct which characterises the lower class Chinese was made manifest at the Police Court this morning. Chan Ting, an unemployed Chinaman, was charged before Mr. J. R. Wood with keeping a common gambling house at No. 198, Sai Kok, Sham-shui-poo, and twelve others had each to answer a charge of gambling in the said house yesterday. The story of the raid as told by a Chinese constable this morning was that at 10 o'clock yesterday morning, he entered Chan's premises, when he saw a mat spread on the floor and all the defendants were sitting on it playing "pai kau." Altogether, \$350 was found by the Police.

Chan Ting, the keeper of the gambling house, was fined \$25 for his kind forethought in providing amusement for his fellow creatures; while the others had each to pay \$3.

CANTON DAY BY DAY.

PROPOSED MINING COMPANY.

[From Our Own Correspondent.]

Canton, 1st October.
(Delayed in transmission.)

Both H.E. Shum Chun Hsun, and H.E. Chou Fu, when they were Viceroy in Canton, had suggested the development of the mineral deposits in the whole of the province of Kwangtung with funds to be raised either by collecting foreign loans or by collecting subscriptions from the public in shares; but these proposals were left in abeyance when their terms of office expired. Now the present Viceroy, H.E. Chen Jen Chun, has had his attention directed to the suggestion of his predecessor on the subject and he is of opinion that the newly appointed Taotai for the Development of Native Industries, who has been placed in charge also of the Canton Bureau of Agriculture, Industries and Commerce, should take up the matter in hand and use his best efforts to float a large syndicate with a capital of \$10,000,000, if possible, to be raised from among Chinese only—both officials and unofficials—by share subscriptions.

THE JAPANESE BOYCOTT.

The Canton Self-Government Society, the other day, received a letter from Samshui stating that a firm named Fook On Lung at that port recently imported sixty cases of Japanese merchandise and that a meeting was subsequently held by the people to discuss the matter and to deal with the offender.

WINTER UNIFORM.

The officials of Yumchow Prefecture have written to the Canton Self-Government Society for the supply of 2,000 suits of winter uniform, 2,000 hats and 2,000 pairs of boots for the troops in that prefecture.

EMPEROR DOWAGER'S BIRTHDAY.
The 10th day of next Chinese moon being the birthday of H.E.M. the Empress Dowager of China, H.E. the Viceroy, Chang Jen Chun, has made purchases of certain valuable articles to be presented to Her Majesty, which consist of twelve pictures with blackwood frames, all nicely carved, one blackwood chair of unique design inlaid with mother-of-pearl and cut glass, as well as some jadeite ware, etc. These articles will shortly be ready to be shipped to the North for presentation to Her Majesty.

NEW FOREIGN SECRETARY.

Taotai Im Ku, the Viceroy's newly-appointed Secretary of Foreign Affairs, has now been appointed to act also as director of the Imperial Chinese Telegraph Administration in Canton; he took over the seal of office yesterday.

TAOTAI WEN'S SECRETARY.

Expectant magistrate, Lum Yun Chiu, formerly a deputy of Foreign Affairs here, will accompany the newly-appointed Imperial Assistant Resident at Lhasa, Wen Tsung Yao, as his secretary.

WATERWORKS.

Taotai Chan Mong Tsung is appointed by the Viceroy (director of the Canton waterworks Company) in addition to his own duties as Taotai for the Development of Native Industries.

STREETS.

H.E. the Viceroy wisely believes in widening the narrow streets in Canton whenever opportunity arises. H.E. has therefore directed the police authorities to issue a proclamation that, in future, when any building is to be rebuilt, it should be shifted back two feet should the street be only twelve feet wide, and two and a half feet should the street be less than twelve feet wide. The same proclamation prohibits the temporary accumulation of building refuse in the streets, without the permission of the police authorities.

OPIUM LICENCES.

The issue of licence, which has been changed into the form of a wooden board, to opium smokers will take effect from the beginning of the 10th moon. Smokers must bring with them the necessary licence when buying opium.

EXTRADITED ROBBERS.

The two prisoners, Tai Fo and Chan Chiu, charged with armed robbery, and who were extradited to Canton from Hongkong, were yesterday tried at the Pan Yu magistracy where the British Consul at Canton was present to witness the proceedings. At the trial the two prisoners pleaded guilty.

ANOTHER BLACKMAILING LETTER.

The silk market at the Shun Tak district has received a blackmailing letter from the notorious robber chief, Luk Lan Ching, who demands a sum of \$30,000.

CUSTOMS EXAMINATION.

A short time ago an examination was held at the Normal College here by Taotai Wen Tsung Yao, by order of the Viceroy, to select candidates for admittance into the newly established Canton College at Peking. There were about a hundred candidates present at the examination and twenty-two of them have been selected, seventeen being free scholars and the other five are required to pay fees.

PIRATES BEHEADED.

Four pirates, who had attacked and ransacked the passenger launch *Fook On* about a fortnight ago, in Weichow, were arrested by the Commander-in-chief, H.E. Chun Ping Chik, and were beheaded by him on the 3rd day of this moon.

PRESENTS TO THE EMPRESS DOWAGER.

H.E. the Viceroy has deputed four special messengers to escort the valuable articles which His Excellency is despatching as presents to Her Majesty's birthday on the 10th day of the 10th moon as already reported. These articles have been valued at \$20,000 and were shipped to-day to the capital for presentation.

MILITARY STORES.

At the request of the officials at Yumchow, the gunboat *Shun Hong* left here yesterday with a quantity of arms and ammunition and other requisites for the Government troops in that prefecture.

NATIVE INDUSTRIES.

By order of the Viceroy the Canton Bureau of Agriculture, Industry and Commerce is now abolished, but the work of this department is placed under the control of the newly-appointed Taotai for the Development of Native Industries. The new official is, however, instructed to appoint a wuyan to be stationed in each of the various prefectures to carry out the work in connection with the promotion of native industries.

FOREIGN SHIPPING AFFAIRS.

In consequence of the *Pawl* *Baku* affair, H. E. Chang proposes to appoint a special deputy of foreign affairs to conduct matters solely in connection with the foreign steamers trading in Canton.

FOR THE U.S. FLEET.

It is learnt that Dr. Mark, the official in charge of the arrangements at Amoy for the reception of the forthcoming American Fleet, who arrived here a week ago, and made purchases, besides those already reported, of two gold cups each valued at \$2,500, a number of silver cups and ten large silver plates for presentation to the American officers of the Fleet. A number of silver chop-sticks has been ordered, which will be given one to each of the American officers at the dinner to be served at Amoy.

DRUNKEN ROWDIES.

On the evening of the 1st instant, four foreigners, whose names are unknown, created a disturbance in Sha Kee street while under the influence of liquor. The Shamshui police were at once informed of the occurrence and the drunkards were got under control and taken to the Shamshui police station.

RAILWAY CALL.

The collection of the second call on the railway shares of the Canton-Hankow Railway Company does not appear to be proceeding satisfactorily up to the present, the amount collected by the Oi Yik Charitable Institution being only some \$7,000 for the whole of the 8th moon.

NEW FOREIGN SECRETARY.

Taotai Im Ku has been acting temporarily as director of the Chinese Imperial Telegraph Administration here since Taotai Wen Tsung Yao resigned that post on account of his transfer to Lhasa as Imperial Assistant Resident Minister. Taotai Lum Shiu Yung has now been appointed by the Ministry of Posts and Communications as director of the Administration. This latter official arrived here yesterday.

A MORRISON MEMORIAL.

Supported by foreign missionaries the Chinese Christian converts in Canton propose to raise a sum of \$20,000 for the building of a Morrison Memorial in the city. A committee of six members has been appointed in this connection and they are now looking for a suitable site for the erection.

RAILWAY CALL.

The collection of the second call of the Canton-Hankow Railway Company by the Oi Yik Charitable Institution for the 8th moon was as follows:—Shung Ching Tails 4,770; Kwong Chai Tails 6,300; Kwong Yui Tails 5,800; Ming Shih Tails 2,182; Shui Shih Tails 2,500; Wai Hong Tails 9,000; the Chamber of Commerce Tails 410. The total is Tails 68,252, being 20,000 tails less as compared with the total amount collected during the 7th moon.

YUMCHOW GARRISON.

Taotai Kwok Jen Chang, Commander of the troops at Yumchow, has obtained permission from the Canton high authorities to send a deputy to the province of Hunan to enlist one thousand troops to be added to the garrison for the protection of Yumchow.

CANTON-HANKOW RAILWAY.

As representations have been frequently made by one party after another of the railway shareholders to the Ministry of Posts and Communications, complaining of the irregularities in the election of members on the board of directors of the Canton-Hankow Railway Company, the Canton Provincial Treasurer, Wu Sung Lum, has now been telegraphically instructed by that Ministry to carefully make an inquiry into

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5890

號六十月九年四十二緒光

SATURDAY, OCTOBER 10, 1908.

六拜禮

號拾月十英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS—
Sterling.....\$4,500,000 at 2/6=\$11,000,000
Silver.....\$14,000,000
\$19,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
E. Shalla, Esq.—Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.
R. G. Barrett, Esq.
G. R. Broderick, Esq.
G. F. Frieland, Esq.
G. S. Gubby, Esq.
W. Helms, Esq.
O. R. Leismann, Esq.
R. Shewan, Esq.
Hon. Mr. H. A. W. Slade
H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER.
Shanghai—W. ADAMS O'DAM,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd August, 1908. [14]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 2 1/2 PER
CENT. per annum.
Depositors may transfer to their option
balances of funds to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$3,350,000
ABOUT MEX \$7,122,222
RESERVE FUND.....GOLD \$3,350,000
ABOUT MEX \$7,122,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money on Current Account at the
rate of 2 1/2 per cent. on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
6 " 3 " " " "
3 " 2 " " " "

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,752,884.84
(about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Batavia, Sourabaya, Cherbon,
Tegal, Pecalongan, Pasuruan, Tjilatjap,
Padang, Medan (Deli), Palembang, Kria-
Radja (Achren), Bandjermasin.
Correspondents at: Malacca, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Pang-
kok, Saigon, Haiphong, Hankow, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and cor-
respondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.
INTEREST ALLOWED:
On Current Accounts 2 1/2 per cent. on daily
balances.
Fixed Deposits 12 months 4 1/2 per cent.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908. [26]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS....." 15,102,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW, CHEFOO, TIENTSIN, PEKIN, NEWOHWANG, DALNY, PORT ARTHUR, ANTUNG, LIOYANG, MURDEN, TIE-LING, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.
On fixed deposit—
For 12 months.....5 1/2 per cent.
" 6 "....." 4 1/2 " "
" 3 "....." 3 1/2 " "
TAKEO TAKAMICHI,
Manager.
Hongkong, 12th September, 1908. [23]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND....." 1,225,000
RESERVE LIABILITIES OF PROPRIETORS....." 1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balance.
On fixed deposits for 12 months, 4 per cent.
" 6 "....." 3 1/2 " "
" 3 "....." 3 " "

JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fur Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne,
Jacob S. H. Stern,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907. [30]

Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL, 30.11.08.

AND
THREE PRACTICE DANCES.

SCOTSMEN desiring to subscribe to the
above are requested to forward their
names to the undersigned.

DAVID WOOD,
Hon. Secretary.
Hongkong, 3rd October, 1908. [890]

FRENCH STORE

(late A. Chazalon & Co.)

6, QUEEN'S ROAD CENTRAL.

HAVE just received a Fresh Assortment
of AMERICAN GOODS comprising
the following:—

SALT HERRINGS, MACKERELS,
SALMON BELLIES, CADFISH
BLOCKS, SPICED NORWEGIAN
ANCHOVIES, SARDELLES,
CANNED FRUITS, ASPARAGUS,
&c., &c., &c.

Hongkong, 22nd August, 1908. [10]

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBÉ & YOKOHAMA

TOONA About 13th Freight only.

SHANGHAI About 15th Freight and Passage.

LONDON, &c., via usual Ports Delta 17th Oct. See Special Advertisement.

For Further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 5th October, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

AGENTS FOR

AQUASCUTUM

RAINCOATS.

THE ACME OF

SMARTNESS, COMFORT

& DURABILITY.

\$45.00 each.

OTHER MAKES

From \$25.00 each.

LANE, CRAWFORD & CO. [38]

V. O. S.

EXTRA SPECIAL FINEST

LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 22nd September, 1908. [40]



Telephone
No. 75.

Hongkong, 22nd September, 1908.

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

HOTEL CRAIGIEBURN,

PLUNKER'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

Hongkong, 2nd July, 1900. [1]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & CO.

Agents.

Hongkong, 22nd July, 1907. [67]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons,
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI-SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION

COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 560 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 11th October.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.

Departure from Macao at 5 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. [1]

GRAND CARLTON HOTEL

AND

ANNEXE,

8 & 10, Ice House Road.

Cable Address: "GRAND"—Telephone No. 812.

The Most Luxurious, Quiet and Comfortable private Hotel.

Secluded from the endless noise of Jinnickshaw.

Excellent Accommodation for Single and Family Visitors.

Excellent Cuisine.

Centrally Situated.

Matron in Attendance.

For Further Particulars, apply

Hongkong, 9th October, 1908.

MANAGER. [790]

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites for Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appoin-

ments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER. [791]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"ZIEGEN" Capt. F. Prosch	WEDNESDAY, Noon, 21st October.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST" Capt.	About WEDNESDAY, 21st October.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	THURSDAY, 5 P.M., 5th November.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Samblit	About the 18th Oct.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

(GENERAL AGENTS, HONGKONG & CHINA.)

Hongkong, 9th October, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, POLYNESIA, BROS.	12th Oct., P.M.
MARSEILLES, VIA PORTS	VILLE DE LA CROIX	Barillon	13th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, TOURANE	Lancelotti	26th Oct., P.M.
MARSEILLES, VIA PORTS	CALEDONNIEN	Martin	27th Oct., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,
ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 29th September, 1908.

CHARGEURS REUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES " " 29 " "

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER—13 DAYS.

LONDON and PARIS " " 25 " "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL OLRY12th Oct.	† CORSE17th Jan., 1909.
† OLYAN26th Nov.		

† New Twin Screw 16,000 Tons displacement, 2nd class accommodation, splendidly equipped with single berth cabins.
* Intermediate class and rates of passage.
All round the world ticket by these boats, &c.
For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 19th September, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTIN" and "SAN-UI" sail from HONGKONG TWICE A WEEK and COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANY.

Hongkong, 29th Sept., 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 614 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LINE.

REGULAR TRIP WEEKLY SERVICE BETWEEN JAVA—CHINA—AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	First half Oct.	SHANGHAI & JAPAN	First half Oct.
TJIPANAS	JAPAN	Second half Oct.	JAVA	Second half Oct.
TJIKINI	JAVA	Second half Oct.	JAP'N	Second half Oct.
TJILATJAP	JAVA	Second half Oct.	SHANGHAI	Second half Oct.
TJIMAH	JAVA	First half Nov.	SHANGHAI	First half Nov.
TJIBODAS	JAVA	First half Nov.	JAPAN	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN

Telephone No. 375,

YORK BUILDINGS, 1st floor,

Hongkong, 1st October, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong 11th P.M. (Saturdays excepted).

Departure from Canton at 1.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wung Lok Street,

Canton, Agents: Messrs. E. Pasquati & Co.

For further particulars, please apply to—

BARRETT & CO.,

Agents

Hongkong, 28th March, 1908

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF PAGULAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Spectacles for all requirements.

Ask or write for Illustrated Booklet on "Defective Sight"—free.

LONDON, GALATTA, SHANGHAI, 25, John Street, Bedford Row, W.C. 1, 55, Raffles Street, 100, Hankow Street.

Hongkong, 28th March, 1908.

TEN YEARS' PROGRESS OF THE SOUDAN.

A WONDERFUL TRANSFORMATION.

Ten years ago this month a new era dawned for the Soudan. It was on September 4, 1898, that the Sirdar (then Sir Herbert Kitchener) hoisted the British and Egyptian flags side by side at Khartoum as a sign to the world that the years of weary waiting and anxiety were at an end and that the Soudan had been reconquered.

When one looks back and compares to-day's conditions with those reigning prior to 1898 one is overcome at the transformation that has been achieved. Before Khartoum was decimated and enfeebled by strife and slavery. Law and order were unknown. Now, almost the whole of the 950,000 square miles has been brought into line and internal administration has been set on foot. Law Courts have recently been opened at Khartoum. Magistrates go on circuit through the provinces. Slavery, although unfortunately not entirely eradicated in the most distant parts, has been reduced almost to a minimum. Schools, both elementary and industrial, have been established. All this has been done in the short space of ten years by a small—very small, indeed—band of British officers.

And, as if the above achievement was insufficient, the finances of the country show a wonderful development. The revenue in 1898 was barely £35,000; in 1903 it was £236,000, and to-day it is almost double that amount. It is true that there is an annual deficit, which is borne by Egypt, but that deficit is decreasing yearly. Whatever amount Egypt may have spent on the Soudan, she has no reason to grumble. The Soudan already pays to the Egyptian Treasury interest annually at the rate of 3 per cent. on an estimated capital of £1,500,000. The actual outlay is probably twice that sum, but at year's end, the interest charge will be increased.

The battle of Omdurman and the hoisting of the Anglo-Egyptian flag at Khartoum were the turning points, not only in the future of the Soudan, but also in the welfare and security of Egypt. Whilst the Dervish hordes devastated her southern frontier, Egypt could not rest. Thousands of pounds, which could have been spent profitably on irrigation, had been ill-spent, we being annually thrown away in keeping the borders intact. Moreover, Egypt could not be at rest whilst the source of her very life—her water supply—remained in hostile hands. Had the French been allowed to establish themselves at Fashoda, Egypt would have been doomed, for she is absolutely at the mercy of the Upper Nile. The Soudan, being in Anglo-Egyptian hands, sacrifices its water requirements in favour of Egypt, and it will not be able to get its just share until Sir W. Causton's scheme is accomplished. Under these circumstances, whatever money Egypt may have spent, and may have to spend, on the Soudan should really be looked upon as part and parcel of the total expense of the great irrigation scheme, which is intended to give the whole of Egypt perennial irrigation. When Gordon wrote in 1884 that the Soudan is "a useless possession, ever so, and ever will be so," he did not realise the importance of the Nile to Egypt.

A CIVIL GOVERNOR TO BE APPOINTED.

The sage decision, which prompted the hoisting of the British and Egyptian flags side by side ten years ago, greatly facilitated the task of the administrators of the Soudan. It gave the world to understand that there would be no foreign intervention, and that the administration would be an arrangement between the British and Egyptian Governments, absolutely free from the influence of the Sultan. The government was vested in the hands of the Sirdar, who became Governor-General, and who took his orders direct from the British Agent and the Prime Minister in Cairo. There have been no Capitulations or foreign Consuls to serve as obstacles to all reforms, as they have done in Egypt. The result is that the foresight of Lord Salisbury and Lord Cromer has enabled the authorities to quietly and unobtrusively carry out all their plans. So great has been their success that there is a project under consideration to give the Soudan a Civil Governor-General with a civil Administration, quite separate from the military Administration. I understand that this has been decided on.

Happen what may in Egypt, Great Britain will never give up her share in the Soudan. She has a special lien on the country in virtue of the £900,000 contributed by her to its reconquest. The Mixed Courts' decision of December 2, 1896, when the Egyptian Government was forced to refund to the Caisse de la Dette the half-million granted for the Soudan expedition, was inspired by France and Russia, and drove the country into the arms of Great Britain, who contributed the money right away. Should eventually Egypt be held by a Power hostile to Great Britain, the latter will always find an outlet to the sea by means of the Nile-Red Sea line, which was opened in 1906, and which has a great strategic importance.

The first ten years of the administration of the Soudan has been a revelation to all, and as far as one can see the success which has been achieved will be continued.—Fall Wall Gazette.

FABST BREWING COMPANY, MILWAUKEE.

FRENCH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and 11 U.M. below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bomb, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following flagstaffs during the time that any of the above Day Signals are hoisted in the Harbour:—

Gay Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light houses.

F. G. FINE, Director.

Hongkong, 29th July, 1907.

CANTON DAY BY DAY.

to avoid the threatened financial crisis.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

A FOREIGN LOAN.
FOR £5,000,000 STERLING.

[By courtesy of the "Sheung Po".]

Peking, 9th October.

The Ministry of Posts and Communications is in treaty for a loan of five million pounds sterling from England and France.

The money is to be repayable in thirty years.

Negotiations for the loan are nearing completion.

HONGKONG AND SHANGHAI BANK.

ANOTHER CHINESE LOAN.

[By courtesy of the "Sheung Po".]

Peking, 9th October.

The Ministry of Posts and Communications has entered into negotiations with representatives of the Hongkong and Shanghai Banking Corporation and one other foreign Bank for a loan.

An Imperial Decree has been issued authorising the Ministry to sign the agreement for the loan as soon as the details of the negotiations are completed.

THE OPIUM TRADE.

NEW REGULATION.

[By courtesy of the "Sheung Po".]

Peking, 9th October.

Commencing from the first moon of the next China New Year, the Board of Revenue is determined to enforce the regulations for the stamping of every "ball" of raw opium.

By the second moon it proposes to regulate the sale of prepared opium.

[Reuter's.]

The European Situation.

LONDON, 8th October.

A proclamation which has been issued at Belgrade appeals to the Powers for justice and protection. It demands the restoration of the status quo in Bosnia, otherwise compensation is necessary to Serbia's independence.

At Cetinje, a proclamation published by Prince Nicholas, declares the clause in the Treaty of Berlin relative to Austrian rights in Montenegro, no longer binding.

Sir Edward Grey, speaking at Wooler, and Mr. Asquith speaking at Leven, emphasized the impossibility of Great Britain recognizing any alteration in the Treaty of Berlin until all the Powers have been consulted.

Sir Edward Grey did not consider it likely, however, that peace would be disturbed.

Later.

A great demonstration has been held at Cetinje, Montenegro, where shouts of "War on Austria" were raised, and a resolution adopted to forget bygones and co-operate with their Serbian brethren.

Emperor Francis Joseph of Austria, in his address at the opening of the delegations, defended the action of Austria, and emphasized the evacuation of Novibazar, which showed that she did not desire expansion of territory. He appealed to the nation to grant the Government's demands for the army and navy, in order that Austria might co-operate with the Powers for the maintenance of peace.

Greece has assured Turkey that she did not inspire the Cretan proclamation, and hopes that their hitherto friendly relations will not be disturbed.

MANCHURIA.

THE RAILWAY QUESTION.

Tokio, October 9.

An agreement regarding the junction of the South Manchuria Railway and the Imperial Railways of North China at Mukden was concluded yesterday.

Negotiations between the Japanese and Chinese delegates will be continued in order to arrange the details of through traffic, the running of a weekly express train with sleeping car accommodation, and other matters.

A Japanese delegate will reach Peking on October 9, to negotiate with the Chinese the final settlement of the joint Sino-Japanese Kiao-Kuang-Chang Railway programme. — *N. Y. G. D. News.*

THE PATROL CRUISER.

OFFICIAL TRIP ON MONDAY.

The preliminary builders' trials of the two West River patrol cruisers for the Canton Government have been completed. The first of the two—the *Kiang Ta*—will, weather permitting, proceed on her first official trial trip on Monday next. The trial run will occupy the best part of the day. The vessel will be put to severe tests for speed, steering gear, etc. There is every reason to believe that the trial will be satisfactory in every respect.

In the meantime the wireless telegraph engineers are busy engaged with the installation of complete apparatus for wireless telegraphy on both the cruisers.

OPIUM IN HONGKONG.

A special wire to our contemporary, the *Strait Times*, contains the gratifying announcement that the Colony of Hongkong has so far escaped the financial spoliation of which it would have become the victim, had the enforcement of the peremptory mandate of the Secretary of State for the Colonies, for the closing of the opium shops been insisted upon. Sir Frederick Lugard, the Governor, in introducing the Budget of the Colony into the Legislative Council, said that no final solution of the opium question had been reached and that the estimates consequently showed no decrease in the anticipated opium revenue. Some short while ago a report gained currency, that the instructions of the home government were to be carried out forthwith despite the protests of the farmers on the spot, who were to be compensated to the extent of \$50,000 a month for the closing of the opium dens before the expiry of their contract. The rumour on the face of it seemed highly incredible. The Colonial Office would not have gone in any case, to such extreme lengths, as to insist upon the Colony surrendering such a large source of revenue, in addition to paying compensation to the farmer for the unavoidable privilege of making a huge financial sacrifice. The fact that the Budget for the ensuing year has been framed on the basis of the existing scale of farm rentals, may be taken as an indication that the Home authorities are disposed, more or less, to allow the existing opium farm leases to run out. If this course be finally decided upon, the embarrassing question of paying compensation to the farmer, would be solved without any pecuniary loss. Once the lease expires, the magnanimity of the farmer who had declared his intention not to claim compensation on account of the closing of the farms before the due date, need not be subjected to a retrograde test. In any eventuality it is almost a foregone conclusion that the days of the farming system in the Eastern Colonies are fast running out. But it must be admitted to its credit that its existence has stood as a formidable obstacle in the way of hasty and ill-considered tampering with the fiscal system by the home Government. When once the farms are abolished, as they are bound to be in the not distant future, and import duties and Licensing fees take their place, the financial position of the Colonies and Protectorate would be rendered extremely precarious, for it could then be completely altered by a stroke of the pen to their great detriment. — *Perak Pioneer.*

AMERICAN-JAPANESE RELATIONS.

WASHINGTON DENIES TOKIO REPORTS.

New York, October 9th.

The Washington Government has issued a statement denying the report from Tokio that a new and favourable understanding has been reached between the Governments of the United States and Japan regarding the emigration situation. The statement declares that the situation is unchanged. — *Shanghai Times.*

SINO-JAPANESE RELATIONS.

JAPANESE NOBLES TO TOUR CHINA.

The *Japan Chronicle* says:—A distinguished party is about to visit China and Japan. It will consist of Marquis Nabeshima, President of the "Toa Dobuo Kai" (East Asiatic Common Literature Society), with Marchioness Nabeshima, Viscount Kiyouwa, Vice-President of the same Society, Marquis Hosokawa, President of the Tokyo Dobuo School, and Messrs. Ogawa and Kashiwara, members of the Diet. The party will leave Tokyo about the middle of this month, proceeding first to Tientsin, and thence to Mukden, Tientsin, and Peking. After spending about ten days in the Chinese capital, they will travel to Paoing, Wucheng, Hangchow, and Shanghai. The object of the tour being to foster friendship between Japan and China, calls will be made on high officials and leading private individuals at the places visited, who will be invited to join the Society. During the party's stay in Peking, Marchioness Nabeshima will be presented to the Empress Dowager of China, and on the occasion of the audience the Marchioness will wear Japanese dress, which is said to be inappropriate in such a case.

SUN YAT-SEN.

Sir John Jordan has replied to the Chinese Note with reference to Sun Yat-sen saying that according to British Law political refugees must be given asylum in British territory if they seek it, and therefore his Government cannot see its way to drive Sun out of Singapore. Since receiving the above reply, their Excellencies Na Tung and Yuan Shih-kai have called upon the British Minister and asked that the British Government forbid Sun Yat-sen to communicate with his confederates and "batch" rebellions against China, while under the protection of the British flag. To this Sir John has replied that it might be done, and he has wired to request the Home Government to meet the wishes of the Chinese Government in this respect. — *China Critic.*

THE TRADE DEPRESSION.
ITS CAUSES AND CURE.

BY A JAPANESE BUSINESS MAN.

CAUSES.

The factors which have brought about the existing stringency in the money market are many and various. In the following paragraphs, however, discussion is limited only to those of great importance. These are five in number.

I.—GREAT INCREASE IN POSTAL SAVINGS DEPOSITS.

The effect of the above upon the money market is but small in comparison with Causes Nos. II. and IV. However, the rapid augmentation of postal deposits in recent years is in itself a remarkable feature, presented by our money market, and it has undoubtedly contributed towards creating the existing depression in business circles. The rate of increase in postal savings in the past few years may be seen from the following table:—

Year.	No. of Depositors.	Amount.
1900	1,883,252	Y24,015,000
1901	2,271,799	27,009,000
1902	2,707,118	28,834,000
1903	3,337,058	31,478,000
1904	4,583,355	38,778,000
1905	5,685,551	52,836,000
1906	7,414,430	81,939,000
1907	7,659,668	91,094,000
1908 (June)	8,217,112	100,163,669

The cause of the steady growth of postal savings shown above is the encouragement given by the Government in the form of repeated raising of interest, together with the method of postal savings remittances adopted in March 1906. When the system of postal savings was first introduced into Japan in 1885, the interest allowed was no more than 3 per cent, which, after a gradual increase, now stands at 5.05 per cent. In addition to the system above alluded to, the postal savings remittance method, a gigantic Government undertaking for facilitating remittance without commission, has evidently had much to do with the great increase. That an increase in the amount of postal deposits does not in itself constitute any source of anxiety, and even serves to form a forecast of a nation's future development, is a matter of course. However, this fact alone would be enough to determine whether the phenomenon is a matter of congratulation or not, that this increase in postal savings has caused a decrease in banking deposits which indicates the flow of funds from the banks into the treasury, where money is of little avail for the relief of strained monetary situation.

II.—NATIONALISATION OF RAILWAYS.

This may be counted among other elements which have brought about the existing financial situation, though its effect thereon may not be as great as Nos. III. and IV. Railway nationalisation has brought about the result that the net profit of the seventeen lines, yearly amounting to tens of millions of yen, is now locked up in the treasury of the Government; the funds, might, otherwise, have gone to the relief of the situation if left in the hands of bankers as deposits.

III.—MISMANAGEMENT OF NATIONAL FINANCES.

The mismanagement of our national finances on the part of the Government constitutes one of the principal causes which have created the existing stringency in the money market.

(a) The great suppression of industrial and commercial capital at home as well as the levying of almost unendurable heavy taxes as consequences of the extraordinary augmentation in national expenditure in recent years. The following table will show the rate of increase of national expenditure during the past fifteen years, which period is, for convenience, divided into three terms of five years each:—

First term, 1891-1895. ... Y77,738,743

Second term, 1896-1900. ... 1,351,595,283

Third term, 1901-1905. ... 2,458,440,937

(The calculation for 1907-1908 represents the Budget estimate.)

On reference to the above table, it will be seen that though not a little increase is noticeable in the expenditure for the second term as compared with the first, yet the outlay for the whole term does not exceed Y1,360,000,000, whereas that for the last term, since the late Russo-Japanese war, exceed the considerably large sum of Y2,400,000,000—three times greater than that of the first term. In the Japan-China war, Y200,000,000 was expended as war funds, for which, in return, Y300,000,000 was received as indemnity. In the late Russo-Japanese war, the funds expended on the war reached Y1,030,000,000, for which no indemnity was obtained except Y40,000,000, which our Government had actually spent in connection with the Russian prisoners. When the Y1,460,000,000 is added to the figures given above, the enormous sum of Y4,000,000,000 is reached, representing the total expenditure over the third term. When the Government expenditure ranged from Y700,000,000 to Y1,300,000,000 during the ten years ending 1903, there was already an outcry against heavy taxation and a general airing of grievances among the people at large. Since then, no doubt, our national wealth has been greatly increased. Nevertheless, it is not surprising that the national expenditure, even with the augmentation in wealth, should have reached the enormous sum of Y4,000,000,000 during the last quinquennial period? The causes which have brought about this startling condition are no other than the late war and the extraordinary expansion in the national budget, which together have combined to create the heavy taxes as well as the absorption of home capital and the consequent existing depression, while the introduction of foreign capital necessitated the flowing out of interest.

(b) The rapid augmentation of the national debt as a result of frequent issues of national loan bonds since the war.

The rate of increase of our national debt during recent years may be seen from the following table:—

Year.	Amount of National Loans.
1897	Y 421,245,938
1902	552,108,811
1903	561,509,751
1904	991,288,140
1905	1,872,381,121
1906	2,217,727,753
1907	2,382,345,191
1908 (to July)	2,254,162,352

Comparing the figures for 1906 with those for 1903, the year preceding the war, an increase of about Y1,700,000,000 is to be seen in the national debt. This enormous expansion in our national liabilities, without a shadow of doubt, has seriously affected the money market. Of the total increase, about Y1,000,000,000 represents foreign loans, while the balance of Y700,000,000 was raised at home. Home loans have robbed merchants and producers of their circulating capital and placed it in the treasury of the Government, where it is of no avail for production, whereas on account of foreign loans specie amounting to Y45,000,000 is yearly flowing out as interest, with a resultant fall in our national credit and the consequent increasing difficulty in importing foreign capital. Such being the case, it cannot be denied that our home production has seriously been hampered by the increase in the national debt, which has, apparently, constituted one of the principal factors in the existing financial depression.

IV.—DRAWBACKS IN FOREIGN TRADE.

Trade during last year seemed at first to be very favourable, showing as it did large exports of raw silk and other articles. The great fall in silver in September and October last, however, considerably impeded our trade with China, while, on the other hand, the export trade in general has sustained a serious blow from the prevailing business depression in Europe and America. In imports, the position was exactly reversed, the innumerable enterprises inaugurated after the war causing the import figures to swell enormously. In these circumstances, last year closed with an excess of imports amounting to Y61,000,000. This year, the same tendency is still apparent, exports decreasing while imports are still further swelling. That the excess of imports—amounting to 83 millions at the end of August—does not necessarily constitute a source of anxiety is beyond question, and we could hardly escape the imputation of hasty judgment if we entertained pessimistic views on the situation solely because the balance of trade is on the side of imports. In the present case, however, even the intelligence of a three-year-old child—as a Japanese proverb has it—would be able to comprehend whether the existing phenomenon is favourable to our country or not; inasmuch as the facts show that the excess of imports in the present case has been brought about by the unfavourable state of our export trade, misadministration of national finances, and other like causes. An excess in imports caused a decrease in hard cash in the country. Consequently the Government adopted the policy of restricting the number of its convertible notes floating on the market, so as to place its specie reserve on a steeper basis, with the result that the notes in circulation, amounting to Y360,000,000 at the end of last year, have been diminished by Y100,000,000 in value within the lapse of a few months. The diminution in the number of Government notes has produced the following effect, viz:—

V.—THE FALL IN THE PRICES OF COMMODITIES.

There has been a fall in the prices of commodities must inevitably follow a decrease in the amount of currency in a country—a fact clearly proved by reference to any book on political economy. A decline in prices of commodities involves a decrease in business transactions, and this is what has apparently caused the present depression in business.

In the next article I shall present a scheme which I believe would form a cure for the present state of things.—*Japan Chronicle.*

NIPPON-YUSEN KAISHA.

YOKOHAMA-NEW YORK RUN.

We have received from the Nippon Yusen Kaisha the following statement of the times occupied in transit from Yokohama to New York of silk which moved over the Great Northern Railway:—

Ex *Jyo Maru* arrived Seattle July 8th, 1908; 19 days 21 hours.

Ex *Toei Maru* arrived Seattle Aug. 6th, 1908; 20 days 21 hours.

Ex *Mimotose* arrived Seattle Aug. 10th, 1908; 18 days 14 hours.

Ex *Shinano Maru* arrived Seattle Aug. 21st, 1908; 20 days 21 hours (1 car). 21 days 20 hours (1 car).

SANITARY BOARD.

A meeting of the Sanitary Board will be held on the 13th instant, at 3.45 p.m. Following are the orders of the day:—

1. Letter from Government forwarding minute by His Excellency the Governor relative to rat destruction.

2. Letter from Government forwarding rules for guidance of sanitary inspectors in making reports on nuisances under Part III of the Public Health and Buildings Ordinance for the information of the Building Authority.

3. Bye-law for the prevention of the breeding of anopheles mosquitoes.

4. Plague procedure and directions for cleansing plague infected houses.

5. Correspondence relative to the leave of absence of Dr. Macfarlane.

6. Results of the examination made under "The Sale of Food and Drugs Ordinance 1896" for the quarter ended September 30th, 1908.

7. Report of the analyses of the public water supplies for the month of September, 1908.

8. Mortality statistics for the week ending September 26th, 1908.

To-day's Advertisement.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON TUESDAY,

the 13th October, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDY.

HOUSEHOLD FURNITURE.

Comprising:—TEAKWOOD OVERMANTELS with BEVELLED GLASS, IRON BEDSTEADS, CHEST-OF-DRAWERS, MARBLE-TOP WASHSTANDS, VIENNA CHAIR, ENGRAVINGS, GLASS, CROCKERY and E.P. WARE, &c., &c.

ALSO A quantity of ANTIMONY WARE, 2 REMINGTON'S and ONE BARLOCK'S TYPEWRITERS, and BICYCLES.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers.

Hongkong, 10th October, 1908. [9-4]

THE ANTI-OPIUM CAMPAIGN.

SUGGESTIONS RESPECTING POPPY CULTIVATION.

H.E. Yuan Shu-hsun, Governor of Shantung, has sent the following suggestions to the Throne, viz:—That the cultivation of the poppy be prohibited within twelve months and that the infringing of this regulation shall be punished by the confiscation of the land on which the plant is found growing. Further that the Government purchase all the opium imported from other countries which will require something like twenty million taels per annum. This can be obtained by means of a loan either domestic or foreign. The opium thus purchased shall be prepared by the Government and sold only to such as can produce a duly signed and stamped certificate issued by the authorities concerned to opium smokers. With this prepared opium shall be added some other strengthening and antiseptic drug which is to be gradually added, while a corresponding reduction of the pure opium is also to be made, so that the smoker in due course of time will be smoking a gradually weaker and weaker concoction until at last he finds himself smoking a simple preparation, similar to prepared opium in appearance, but without any of the drug at all. In this manner Governor Yuan thinks that the vice can be abolished within six years at the most. — *N. C. D. News.*

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week Messrs. E. S. Kadoorie & Co. write on 9th inst.:

A slight improvement in our share market has set in during the past week, and a fair general business has been done.

The twelfth ordinary yearly meeting of shareholders in the Dairy Farm Co., Limited, is advertised to take place on Tuesday, the 27th inst., at noon. The transfer books of the Company will be closed from the 13th to the 27th inst.

Banks—Hongkong and Shanghai Banks have ruled somewhat stronger during the week, and have been sold at various rates up to \$790. The London quotation is unchanged.

Marine Insurances.—Cantons have weakened to \$200. In their report for the year 1907, just submitted to shareholders, the General Managers state that the amount standing at credit of 1907 account is \$522,761.13, out of which sum it is proposed to carry \$382,671.13 to the credit of underwriting suspense account, which will then stand at \$140,090.07 and to pay a dividend of \$14 per share, absorbing \$140,000. There are buyers in the North of North China at Tls. 82. Unions are firmer at \$780. Yangtses can be placed at \$167½.

Fire Insurances.—Both China Fires and Hongkong Fires have been sold at quotations. Shipping.—Douglases continue quiet at \$34½, and China and Manilas at \$15. Hongkong, Canton and Macao Steamboats are still in demand at \$28½.

Refineries.—China Sugars are weaker at \$120. In the North Perak Sugars can be sold at Tls. 88½.

Mining.—Chinese Engineerings have sellers at Tls. 16½. Raubs are unchanged, and without business to report.

Docks, Wharves, and Godowns.—Sales of Kowloon Wharfs have been put through at \$49, and are in further demand. Shanghai Docks have sellers in the North at Tls. 86, while Hongkong Wharfs are wanted at the reduced rate of Tls. 15½.

Lands, Hotels and Buildings.—Central Stores are in demand at \$12. Hongkong Hotels and Hongkong Lands are steady at quotations. Shanghai Lands are in request at Tls. 114½.

Cotton Mills.—Ewoi can be sold in the North at Tls. 64. Hongkong Cottons are obtainable at 10½. Internationals can be placed at Tls. 64, while Lau Kung Mows have sellers at Tls. 79.

Miscellaneous.—China Boreos are a shade easier at \$6, and China Light and Powers at \$6. There are buyers of Dairy Farms at \$21. Hongkong Ice have risen to \$235. Langkats have strengthened to Tls. 65½, but sellers rule the Northern Market.

Exchange.—The Banks selling rate on London is 1/53/16 on demand. The T/T rate on Shanghai is 75½.

Dividends Payable.—Canton Insurance. Dividend of \$14 per share for the year 1907, on the 27th inst.

Intimations.

YOU MAY BUY FROM US A VICTOR



AT \$2 per week.

CALL AND HEAR OUR LATEST RECORDS, IMPROVED

MACHINES

AND THE

MARVELLOUS AUXETOPHONE

THE ROBINSON PIANO CO. LTD.

Hongkong, 22nd August, 1908. [13]

KOWLOON HOTEL.

"We Lead, but are not Led." "Hence back the Leader."

MUSICAL DINNER

ON

SATURDAY Next,

the 10th inst., at 8 P.M.

SPECIAL MENU

Avoid all your other engagements and Dine at the above Hotel on Saturdays.

DANCING

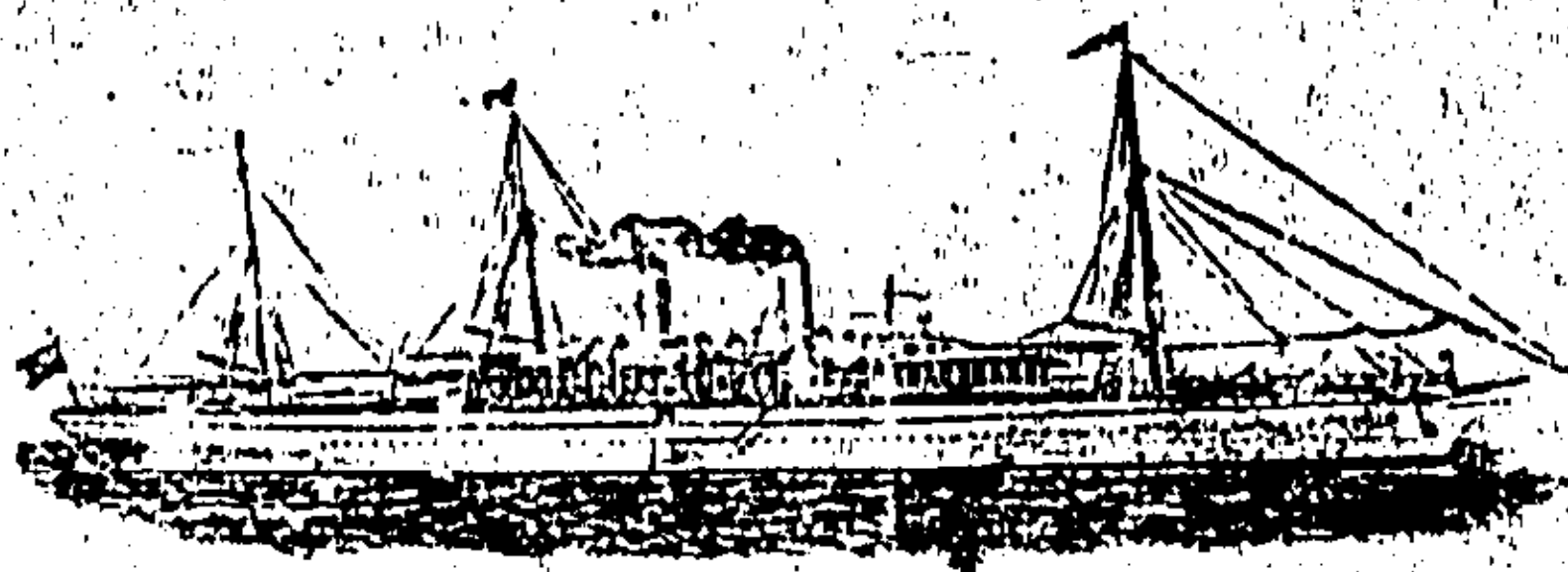
at 9.30 P.M.

O. E. OWEN

Proprietor.

Hongkong, 6th October, 1908. [14]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

13 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Leave HONGKONG	Arrive VANCOUVER
"EMPRESS OF INDIA".....6,000.....	SATURDAY, Oct. 17th	Nov. 7th
"GLENFARG".....3,647.....	WEDNESDAY, Oct. 28th	Nov. 7th
"EMPRESS OF JAPAN".....5,000.....	SATURDAY, Nov. 7th	Nov. 28th
"EMPRESS OF CHINA".....5,000.....	SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE".....5,163.....	SATURDAY, Dec. 12th	Jan. 5th, 1909.
"EMPRESS OF INDIA".....6,000.....	SATURDAY, Dec. 26th	Jan. 16th

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Patrial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, via Canada, Atlantic Ports or New York 47 to 50 days.

Hongkong to London, Intermediate ports, 44 to 47 days.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China, &c.,
Corner Fiddler Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).		
For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	KUMSANG	TUESDAY, 13th Oct., 4 P.M.
TIENSIN	CHIPSING	THURSDAY, 14th Oct., Noon.
MANILA	YUENSANG	FRIDAY, 16th Oct., 4 P.M.
SHANGHAI	KWONGSANG	FRIDAY, 16th Oct., Noon.
SANDAKAN	MAUSANG	SATURDAY, 17th Oct., Noon.
MANILA	LOONGSANG	FRIDAY, 23rd Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	WEDNESDAY, 28th Oct., Noon.

RETURN TOURS TO JAPAN, OCCUPYING 14 DAYS.

The steamers *Kumsang*, *Namsang* and *Fookwang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Victoria Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kufat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 51.
Hongkong, 10th October, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.				
FOR	STEAMERS	TO SAIL.		
MANILA, ZAMBOANGA PORT DAR- WIN and AUSTRALIA.....	"TAIYUAN".....	12th	Oct.,	4 P.M.
AMOI & SHANGHAI.....	"HANGCHOW".....	12th	"	"
SHANGHAI.....	"YUENSANG".....	14th	"	"
SHANGHAI.....	"SHAOHSING".....	15th	"	"
SHANGHAI.....	"TAMING".....	15th	"	"
MANILA.....	"NANOHANG".....	14th	"	"
NEWCHOW.....	"KAIFONG".....	20th	"	"
CEBU & ILOILO.....	"KAIFONG".....	20th	"	"

MANILA and TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

AGENTS.

[13]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
LAIRO.....	2540	R. Rodger.....	MANILA	SUNDAY, 11th Oct., 1 P.M.
RUBI.....	2540	Almond.....	"	SATURDAY, 17th Oct., 11 Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS.

Hongkong, 9th October, 1908.

Shipping—Steamers.

NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
Shenise.....	6,235	W. Shotton.....	Nov. 10
Kumakia.....	6,235	F. S. Cowley.....	Dec. 1
Yaddo.....	4,503	G. B. McGill.....	Dec. 22
Yavirle.....	4,789	J. Boyd.....	Jan. 12

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 10th October, 1908. [19-20]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"MONMOUTHSHIRE,"

Captain G. R. Warner, R.N.R., will be despatched for the above Ports on WEDNESDAY, the 14th inst., at Noon.

For Freight and Passage, apply to

SHEWAN, TOMES & CO., Agents.
Hongkong, 10th October, 1908. [22-24]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms will be despatched as above on THURSDAY, the 15th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.
Hongkong, 21st September, 1908. [26-28]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK & BOSTON:

S.S. "SHIMOSA".....13th Oct., Noon.

FOR NEW YORK:

S.S. "PATHAN".....31st October.

For Freight and Passage, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 30th September, 1908. [30-32]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain Macfarlane, will be despatched as above on or about MONDAY, 19th October.

For Freight, apply to

JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 22nd September, 1908. [33-35]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CHOW.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.35 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and

SHIU ON S.S. CO., LD.,

No. 1, Queen's Road West.

Hongkong, 24th July, 1908. [37-39]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

S. E. M. FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEK, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Brilliant*, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. *Marmora*, due in London on 18th November, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

Hongkong, 5th October, 1908. [17]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LIGORNI and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Belsio, will be despatched as above on TUESDAY, the 13th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 9th October, 1908. [25]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESE."

Captain Broc, will be despatched for the above Ports on or about MONDAY, the 12th inst.

For Freight or Passage, apply to

P. NALIN, Acting Agent.

Hongkong, 5th October, 1908. [21]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Passmore, will be despatched for the above Ports on TUESDAY, the 13th inst., at 12 o'clock noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 9th October, 1908. [20-22]

HONGKONG, NEW YORK & BOSTON.



AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "INVERCLYDE".....10th Nov. 1908.

For freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 9th October, 1908. [20-22]

MECHANICAL BIRD.

ANOTHER NEW DESIGN FOR FLYING MACHINE.

Yet another flying machine, and again in England, but once more the design of a foreigner.

Mr. H. J. B. Passat, of Thornton Heath, has, however, long resided in this country, and moreover, he married an English lady. He may therefore be considered as practically an Englishman, and the flying machine which he has invented and is rapidly developing may, for the moment at all events, be regarded as British.

From an early age Mr. Passat has been an ardent student of Nature and of science—as also of music and art; and in devising his mechanical bird he has brought to bear not only imagination, but the results of practical study and experiments, combined with a considerable amount of inventive instinct.

His flying machine is based absolutely upon the action of birds skimming through the air, and the action of the air upon their wings. The invention is thus virtually a bird machine.

The central part of the frame is in the form of the body of a large bird, and is fitted with four wings—two in front to keep the machine up and two at the rear to drive it along.

THE WINGS.

The adoption of the wings as the main principle and feature of his design is the outcome of long and close study of birds on the wing, and he has taken as his example birds of the heavier order, such as a condor for the sustaining wings, and a wild goose or wild duck for the propelling wings.

In this way Mr. Passat claims that he can produce a machine narrower in proportion to its length than is practicable with machines based upon lighter birds, which necessitate much wider and more cumbersome machines; and, further, that he can attain a higher speed, while also carrying a heavy weight, than any of the machines yet produced.

His invention has nothing to do with balloons; levers control the wings, and a 10-hp. petrol motor will provide the required propulsion.

When the wings are fully expanded the total width of the machine, from tip to tip, and including the frame, will not exceed 35 ft., as compared with the 40 ft. or 50 ft. width of some of the devices now being pushed forward.

Mr. Passat does not at present aim at terrific speeds, such as 100 or 200 miles an hour, which are freely talked about, but he does anticipate 40 or 50 miles an hour.

The total weight of his machine, by the way, will probably not exceed 200 lbs.

ANOTHER NEW INVENTION.

The flying machine is not yet completed, but the inventor has successfully experimented with the wings, for not only has he himself been able to float in the air with the wings attached to him, but Mrs. Passat has travelled in the same way for an appreciable distance, with a wind blowing at from 20 to 25 miles an hour.

The inventor is so well satisfied with the results he has already obtained that he will be prepared at no very distant date to demonstrate the absolute practicability of his invention before experts of the keenest order.

Mr. Passat supplemented these particularities during an interview with a *Morning Leader* representative, by mentioning that he has also devised an apparatus, based mainly on the same principle as birds (and fish) whereby far greater speed can be attained by ships, and at far less cost than has hitherto been possible.

EXTINCTION OF TUBERCULOSIS.

SIR J. CRICHTON-BROWNE'S PROPHECY.

The Sanitary Inspectors' Association commenced its annual conference in Liverpool on the 5th ult. Three hundred and fifty members, from all over the country, are attending the conference, in addition to local representatives. They were welcomed to the city by the Lord Mayor (Dr. Cator).

Sir James Crichton-Browne, in his presidential address, said that the Liverpool School of Tropical Medicine had, in a decade, added more to our knowledge of tropical diseases than all the preceding centuries. Malaria fever had been practically abolished, and if two or three diseases could be similarly abolished the Chancellor of the Exchequer need have no anxiety as to old-age pensions. He emphasized the importance of mothers of all classes nursing their infants, suggested that tubercular diseases would be altogether abolished in another thirty years, and dwelt on the danger of the house fly, as a disease carrier. He condemned what he described as newspaper literature, which discomposes and debilitates the nation.

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in tins, by all Chemists, etc., everywhere.

BENGERS FOOD

[12-14]

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "CRAIGVAR" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 5th October, 1908. [19-20]

NORDEUTSCHER LOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of October, at 9.30 A.M.

All Claims must reach us before the 17th of October, 1908, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LOYD, MELCHERS & Co., General Agents.

Hongkong, 7th October, 1908. [18]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 5 P.M. the 10th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LD., General Managers.

Hongkong, 9th October, 1908. [19]

For Sale.



DIRECT from the manufacturer's lowest prices, a new and improved

from 30 ft. to 100 ft. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & RAYNOLDS, George Street, Minorities, London, E.C. England. [688]

THERAPY MAY NOW ALSO BE OBTAINED IN DRUGS (PAINLESS) FORM.

A BROKEN-DOWN SYSTEM.

This is a condition of affairs which everyone gives many names, but which few of them really understand. It is simply weakness—a broken-down system, of the vital force, the vitality, the energy. No matter what may be its cause (for they are almost innumerable), its symptoms are such as to make the more prudent being sleepless, nervous, of prostration or weakness, depression of spirits and want of energy for all the ordinary duties of life. Now, what ails him is vitality, and it is all that is necessary to restore it.

THE NEW FRENCH REMEDY

THERAPY No. 3

than by any other to be combined. So surely as it is taken in accordance with the printed directions accompanying it, will the patient be restored.

THE EXPIRING LAMP OF LIFE

LIGHTED UP AHEAD.

As a new and improved system of vitality, it has no like in the world.

COMMERCIAL

TO-DAY'S EXCHANGE

London—Bank T.T.	1/9 3/16
Do. demand	1/9 3/16
Do. 4 months sight	1/9 3/16
France—Bank T.T.	2 1/2
Germany—Bank T.T.	1 7/8
India T.T.	1 1/2
Do. demand	1 1/2
Shanghai—Bank T.T.	7 1/2
Singapore—Bank T.T. per H.K. \$100	7 1/2
Japan—Bank T.T.	8 1/2
Java—Bank T.T.	10 1/2

Buying

6 months sight L/C	1/9 3/16
6 months sight L/C	1/9 3/16
10 days sight Sydney & Melbourne	4 1/2
4 months sight France	2 1/2
6 months sight	2 1/2
4 months sight Germany	1 7/8
Bar Silver	13 1/16
Bank of England rate	2 1/2
Sovereign	21 1/2

SHIPPING AND MAELS

MAILS

American (Mongolia) 11th inst, 2 p.m.

The H. A. L. s. *Sengambla* left Singapore on 10th inst, and may be expected here on 16th inst.The P. M. S. Co. s. s. *Mongolia* with the American Mail is due to arrive in Hongkong on 11th inst, at 2 p.m.The C. P. R. Co. s. s. *Empress of Japan* left Vancouver, p.m., on 7th inst, for Hongkong via the usual ports of Call.The N. Y. K. s. s. *Yamato Maru*, European Line, left Shanghai for this port on 9th inst, and is expected here on 12th inst.The N. Y. K. s. s. *Kagashima Maru*, Bombay Line, left Singapore for this port on 8th inst, and is expected here on 12th inst.The N. Y. K. s. s. *Hakata Maru*, European Line, left Singapore for this port on 8th inst, and is expected here on 12th inst.The N. Y. K. s. s. *Tango Maru*, American Line, left Kobe for this port via Moji and Shanghai on 9th inst, and is expected here on 12th inst.The C. P. R. Co. s. s. *Montezuma* arrived at Nagasaki at 7 p.m., on 9th inst, and left again at 7 p.m., same day, for Kobe, where she is due to arrive at 7 p.m., on 10th inst.

THE WEATHER

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 9th at 10.05 p.m.—No. 2 night signal hoisted.

On the 10th at 5.45 a.m.—Black South Cross and Drum hoisted (indicates a typhoon S.E. of Colony within 300 miles).

On the 10th at 11.35 a.m.—The barometer has fallen quickly in the neighbourhood of Hongkong, and risen considerably in Luzon.

The typhoon is probably situated to the S.E. of Hongkong in about 10° Lat. It continues to move towards W.N.W.

The northern depression is moving into the Pacific to the North of Hokkaido.

Pressure is highest over China to the North of the Yangtze.

Cyclonic gales may be expected over the N. part of the China Sea, and strong N.E. winds in the Formosa Channel.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST

1.—Hongkong and Neighbourhood, N.E. to S.E. winds, strong gale; equally with rain.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamcocks, E. gale.

4.—South coast of China between Hongkong and Hainan, N. gale.

Shipping

Arrivals

Kwanglee, Ch. s. s., 14th, R. Lincoln, 10th Oct.,—Shanghai 7th Oct., Gen.—C. M. S. N. Co.

Avala, Br. s. s., 2386, Hume, 10th Oct.,—Philadelphia 15th Aug., and Sabang 30th Sept., Kerosine Oil.—S. O. Co.

Kaiserin Elisabeth, Aust. cruiser, 4,000, F. R. Herberg, 10th Oct.,—from Singapore.

Ichang, Br. s. s., 1,238, Tubbien, 10th Oct.,—Canton 9th Oct., Gen.—B. & S.

Clearance at the Harbour Office

Hilary, for Osaka.

Tientsin, for Swatow.

Duffin Maru, for Swatow.

Zafra, for Manila.

Rajaburi, for Swatow.

Departures

Oct. 10.

Atlantic, for Hainan.

Waycatt, for Shanghai.

Passengers departed

Per *Zafra*, for Europe and ports of call—Messrs. W. G. Rolow, R. L. Plaza, Jr., F. Meisner, B. Kuhn, T. G. Kulescha, Kestner, F. Richter, C. Thiel, J. W. Thompson, Loh Sul Kye, W. G. Coomes, Chas. See Yui, L. Manley, J. Rowan, G. Schaefer, Miss A. Plaza, Mrs. E. Knipphaus, Miss E. Plaza, Prof. Dr. Boeckler, Mr. and Mrs. Johnston, Baron von Saldern, Mr. and Mrs. Mowery, Miss Ouy, Mr. and Mrs. J. H. Voth, and Miss C. Lehmann.Per *Princess Alice*, for Shanghai—Messrs. H. H. Taylor, Mak Hung Kwan, Sir Francis Pigott, N. A. Shirazi, E. D. Haskell, C. Y. Wang, Wong Kwong, Consul Dr. Roessler, F. R. Vida, B. Seab, W. Goetz, Tang Pak, Chu Shing, Taylor, Sporing, Mrs. E. H. Lavers, Mr. and Mrs. H. A. White, Mrs. Mak, Misses L. Diamond and O. Montoy, for Japan—Mrs. L. L. Diamond and child, Messrs. M. Tani and party, Khatenchi, Yung Yu Yan, Yang Yan, B. Kennedy, Mrs. O. Hayashida, Mr. and Mrs. Monro, Messrs. S. Shinagawa, K. Meira and A. Marocephalo.Per *Princess Waldemar*, for Manila, New Guinea and Australia—Messrs. J. Rivera, J. Rama, E. P. Brana, Brana, C. J. W. Kar, Merz, E. Forrer, J. Kyburg, J. Eberle, R. Reinhold, W. Storch, O. Bruchner, Krapp, Gen.

THE HONGKONG TELEGRAPH

SATURDAY OCTOBER 10 1908

TO-MORROW

St. John's Cathedral.

11th October, 17th Sunday after Trinity.

Holy Communion 7:30 a.m.

Matins 11 a.m. Responses: Peril, Venite; Elvey, Psalms of the 11th morning, Ta Drum; Laves, Conky, Hopkins, Benediction; Langdon, Hymns: 164, 238 and 239.

Evangelist 11 a.m. (Full Choir) Responses: Ferial, Psalms of the 11th evening, Magnificat; Glad Dinitia: Standard in Bist, Anthem: "O Nancome Light," Sullivan, Hymns: 81, and 477, "Sevenfold Amen, Voluntary: Prelude and Fugue Bach.

V.—Psalms 50, (Turle) Verses 1, 2, 5, 13, 14, 17 in unison.

60, 1, 0.

61, 5, 6 and G. P. in unison.

St. Peter's Church.

Queen's Road West.

17th Sunday after Trinity.

Holy Communion 7:30 a.m.

Morning Prayer 11 a.m. Venite; Elvey, Psalms: 114, and 115, Ta Drum; Dainton, Jubilate; Giddons, Hymns: 404, 354, 328 and 330.

Evening Prayer 6:30 p.m. Gloria, Magnificat; Goss, Nunc Dinitia; Foster, Hymns: 357, 409, and 401.

The Church launch *Dayprize* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.), returning afterwards. All the sittings are free and unapportioned. Visitors welcome. Books, etc., provided.

Sunday school to 10.45 a.m.

Roman Catholic Cathedral.—Vespers at 4 p.m., 7 a.m., 8 a.m., and 9 a.m., Benediction, 5.30 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Ch.), 6 a.m. (P.M.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road: Morning Service (English), 10 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

The Rotary Church, Kowloon.—Every Sunday, Mass at 7 a.m. and Mass, followed by the Benediction of the Blessed Sacrament at 9 a.m.

Union Church.—Services, 11 a.m. and 6 p.m.

CHINA COAST METEOROLOGICAL REGISTER.

October 9th 1908, a.m.

Bar. 10.4, H. 10.4, Wind W.

Vladivostok 10.4, 43, 43, NW, 3, b

Nagasaki 10.4, 43, 43, NW, 3, b

Hankow 10.4, 43, 43, NW, 3, b

Tientsin 10.4, 43, 43, NW, 3, b

Kobe 10.4, 43, 43, NW, 3, b

Yokohama 10.4, 43, 43, NW, 3, b

Shanghai 10.4, 43, 43, NW, 3, b

Hongkong 10.4, 43, 43, NW, 3, b

Singapore 10.4, 43, 43, NW, 3, b

Batavia 10.4, 43, 43, NW, 3, b

Sourabaya 10.4, 43, 43, NW, 3, b

Semarang 10.4, 43, 43, NW, 3, b

Surabaya 10.4, 43, 43, NW, 3, b

Kuala Lumpur 10.4, 43, 43, NW, 3, b

Singapore 10.4, 43, 43, NW, 3, b

Batavia 10.4, 43, 43, NW, 3, b

Sourabaya 10.4, 43, 43, NW, 3, b

Semarang 10.4, 43, 43, NW, 3, b

Surabaya 10.4, 43, 43, NW, 3, b

Kuala Lumpur 10.4, 43, 43, NW, 3, b

Singapore 10.4, 43, 43, NW, 3, b

Batavia 10.4, 43, 43, NW, 3, b

Sourabaya 10.4, 43, 43, NW, 3, b

Semarang 10.4, 43, 43, NW, 3, b

Surabaya 10.4, 43, 43, NW, 3, b

Kuala Lumpur 10.4, 43, 43, NW, 3, b

Singapore 10.4, 43, 43, NW, 3, b

Batavia 10.4, 43, 43, NW, 3, b

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Kuala Lumpur 10.4, 43, 43, NW, 3, b

Singapore 10.4, 43, 43, NW, 3, b

Batavia 10.4, 43, 43, NW, 3, b

Sourabaya 10.4, 43, 43, NW, 3, b

Semarang 10.4, 43, 43, NW, 3, b

Surabaya 10.4, 43, 43, NW, 3, b

Kuala Lumpur 10.4, 43, 43, NW, 3, b

Singapore 10.4, 43, 43, NW, 3, b

Batavia 10.4, 43, 43, NW, 3, b

Sourabaya 10.4, 43, 43, NW, 3, b

Semarang 10.4, 43, 43, NW, 3, b

Surabaya 10.4, 43, 43, NW, 3, b

Kuala Lumpur 10.4, 43, 43, NW, 3, b

Singapore 10.4, 43, 43, NW, 3, b

Batavia 10.4, 43, 43, NW, 3, b

Sourabaya 10.4, 43, 43, NW, 3, b

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Kuala Lumpur 10.4, 43, 43, NW, 3, b

Singapore 10.4, 43, 43, NW, 3, b

A Mail will close for

Manila—Per *Zafra*, 11th Oct, 9 a.m.Swatow, Amoy and Tamsui—Per *Duffin Maru*, 11th Oct, 9 a.m.Swatow, Singapore and Bangkok—Per *Duffin Maru*, 11th Oct, 9 a.m.Quong-chow-wan, Hoihow, Pakhoi and Haiphong—Per *Kanai*, 12th Oct, 11 a.m.Shanghai—Per *Ichang*, 12th Oct, 3 p.m.Swatow and Shanghai—Per *Hangchow*, 12th Oct, 3 p.m.Amoy and Shanghai—Per *Hangchow*, 12th Oct, 3 p.m.Nagasaki and Vladivostok—Per *Kowloon*, 12th Oct, 3 p.m.Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Fremantle—Per *Taiyuan*, 12th Oct, 3 p.m.Hoihow and Haiphong—Per *Johanna*, 12th Oct, 3 p.m.Bangkok—Per *Phrasang*, 13th Oct, 10 a.m.Singapore, Penang and Bombay—Per *Ichang*, 13th Oct, 10 a.m.Swatow, Amoy and Fochow—Per *Hatchling*, 13th Oct, 10 a.m.Europe, etc., India, via Tutuconic—Per *Villa de la Ciudad*, 13th Oct, 11 a.m.Singapore, Penang and Calcutta—Per *Kowloon*, 13th Oct, 11 a.m.Shanghai, Moji, Kobe, Yokkaichi, Yokohama, Victoria and Seattle—Per *Sakura Maru*, 13th Oct, 11 a.m.Vladivostok—Per *Taiyuan*, 13th Oct, 3 p.m.Shanghai, Penang and Colombo—Per *Ichang*, 13th Oct, 3 p.m.Newchwang—Per *Nanchang*, 14th Oct, 3 p.m.Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Empress*, 15th Oct, 11 a.m.Kobe and Yokohama—Per *Hakata Maru*, 15th Oct, 11 a.m.Manila—Per *Yuanping*, 16th Oct, 3 p.m.Manila—Per *Rubi*, 17th Oct, 10 a.m.Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Asia*, 17th Oct, 10 a.m.Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of India*, 17th Oct, 11 a.m.Singapore and New York—Per *Indra*, 19th Oct, 11 a.m.Cebu and Hoihow—Per *Kailong*, 20th Oct, 3 p.m.Europe, etc., India, via Tutuconic—Per *Zafra*, 21st Oct, 11 a.m.Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 23rd Oct, 4 p.m.Shanghai, Moji, Kobe, Yokkaichi, Yokohama, Victoria, B.C. and Seattle, Wash.—Per *Tango Maru*, 27th Oct, 3 p.m.Singapore, Penang and Colombo—Per *Himachi Maru*, 27th Oct, 3 p.m.

Flying Flag of Vice-Admiral the Hon. Sir Hedworth Lampton, K.C.B., Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME, FLAG AND DESCRIPTION, TONS, GUNS, H. P., COMMANDING OFFICERS, LAST REPORTED AT.

Alger 2nd class cruiser 4,330 22 5,100 Commander Foutier Shanghai

Argus river gunboat 180 6 570 Lieut. Audouard Canton

Brix river gunboat 48 16 530 Capitaine Rochas Shanghai

Decide river gunboat 103 10 900 Lieut. de Linars Shanghai

D'Entrecasteaux 1st class armoured cruiser 2,200 20 13,500 Capt.

